SUPREME COURT OF THE UNITED STATES

OCTOBER TERM, 1962

No. 97

THE BALTIMORE & OHIO RAILROAD COMPANY, ET AL., APPELLANTS,

vs.

BOSTON AND MAINE RAILROAD, ET AL.

No. 98

MARYLAND PORT AUTHORITY, ET AL., APPELLANTS,

vs.

BOSTON AND MAINE RAILROAD, ET AL.

No. 99

INTERSTATE COMMERCE COMMISSION, APPELLANT,

vs.

BOSTON AND MAINE RAILROAD, ET AL.

APPEALS FROM THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF MASSACHUSETTS

INDEX

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VOLUME IX

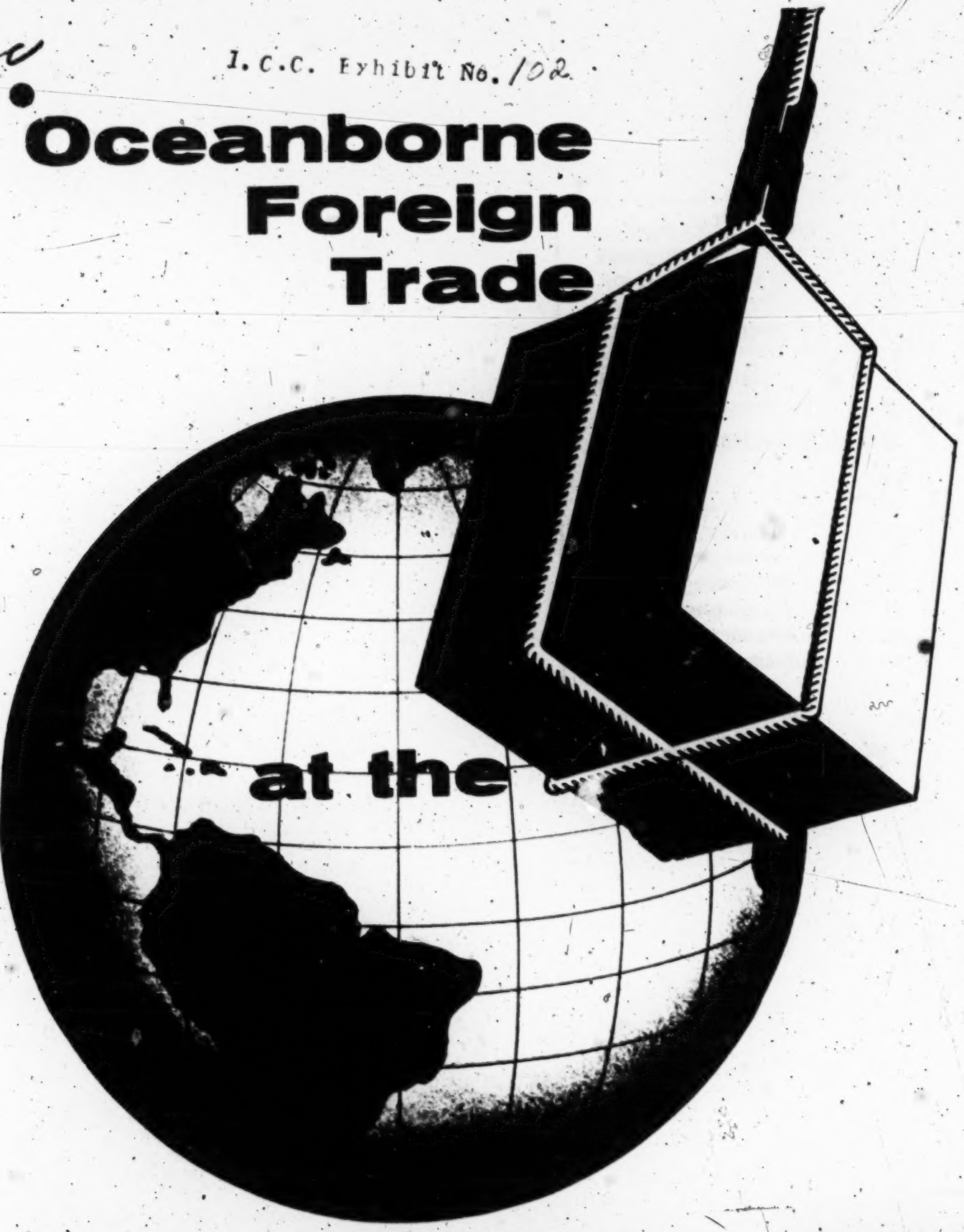
	Original	Print
I. C. C. Exhibits—Continued		
No. 102—Oceanborne Foreign Trade at the Port of New York, 1956	4301	3137
No. 103—Verified statement of M. M. Mora	4337	3172
No. 105—Verified statement of Alvin K. Thomas	4364	3194
No. 106—Verified statement of Frank Sauter	4367	3197
No. 107—Verified rebuttal statement of Edward K. Laux	4372	3201
(A-1)—Analysis of steamship sailings Port of New York vs. Port of Baltimore, July, 1955 to December, 1955	4383	3209
(A-2)—Port of Baltimore, summary of ship movements omitted from W. S. Hamill study, July-December, 1955	4384	3210
(A-3)—Typical dry bulk vessels operating in world trade, etc., and their dead weight	4405	3231
(A-4)—Listing of cruise vessels and combination passenger and freight vessels, abstracted from Witness Hamill's Exhibit WSH-1, showing the number of voyages and passenger capacity of each ship from New York during July to December, 1955	4406	3232
(A-5)—Excerpts from the Journal of Commerce "Import Daily Reporting Cargoes Entered and Discharged" and excerpts from "Export Daily Reporting Outward Cargoes Loaded" at the Port of New York by typical passenger or cruise vessels	4410	3236
(A-6)—Cargo vessel clearances, New York and Baltimore, 1951 vs. 1956	4437	3263
(A-7)—Comparison of monthly sailings from Baltimore to representative foreign ports, 1951 and 1956	4439	3265
(A-8)—Excerpt from "Lighterage and Terminal Regulations in New York Harbor and Vicinity", etc.	4442	3268
(A-9)—Excerpts from freight forwarder tariff showing rules, regulations and charges governing pickups or deliveries at the Port of New York on import and export traffic	4443	3269

	Original	Print
I. C. C. Exhibits—Continued		
No. 107—Verified rebuttal statement of Edward K. Laux—Continued		
(A-10)—Cartage schedule of rates and conditions for pickup and delivery of import and export traffic in the New York-New Jersey metropolitan area	4448	3274
(A-11)—Chicago-overseas steamship services—1958 navigation season	4449	3275
No. 108—Verified statement of R. L. Keefe	4452	3278
(RLK-1)—Revenues for representative movements of import traffic terminating in differential territory via Port of Baltimore, August 1, 1955 through July 31, 1956	4460	3285
(RLK-2)—Revenues for representative movements of export traffic originating in differential territory via Port of Baltimore, August 1, 1955 through July 31, 1956	4471	3296
(RLK-3)—Revenues for representative movements of import traffic terminating in differential territory via Port of New York, August 1, 1955 through July 31, 1956	4484	3309
(RLK-4)—Revenues for representative movements of export traffic originating in differential territory via Port of New York, August 1, 1955 through July 31, 1956	4499	3324
(RLK-5)—Import traffic, combined traffic study, August 1, 1955 through July 31, 1956, etc.	4520	3345
(RLK-6)—Export traffic, combined traffic study, August 1, 1955 through July 31, 1956, etc.	4526	3351
(RLK-7)—Revenue statistics for carload traffic handled by D. L. & W., Erie, L. V., and N. Y. C., August 1, 1955 through July 31, 1956	4532	3357
No. 109—Verified rebuttal statement of Jerome Gilbert	4533	3358

	Original	Print
I. C. C. Exhibits—Continued.		
No. 110—Verified statement of Kenneth Cole	4537	3361
Appendix A—Summary of revenues, costs and ratios, import traffic terminating in differential territory via Port of Boston	4544	3367
Appendix B—Summary of revenues, costs and ratios, export traffic originating in differential territory via Port of Boston	4545	3368
No. 113—Verified statement of W. F. French	4546	3369
(WFF-1)—Revenues, restated out-of-pocket costs and ratios covering movements of import traffic terminating in differential territory via Port of New York	4572	3389
(WFF-2)—Revenues, restated out-of-pocket costs and ratios covering movements of export traffic originating in differential territory via Port of New York	4582	3399

I.C.C. Exhibit No. 102

Oceanborne Foreign Trade



at the PORT OF NEW YORK

1956

4301

Published by THE PORT OF NEW YORK AUTHORITY

[fol. 4301]

I.C.C. Exhibit No. 102

CONTENTS

Chairman's Statement 1
General Cargo 6
Exports by Commodity 8
Imports by Commodity 12
World Distribution 16
Coastal Competition 18
Bulk Grain Exports 20
Bulk Ore Imports 22
Vessel Activity 24
Value 25

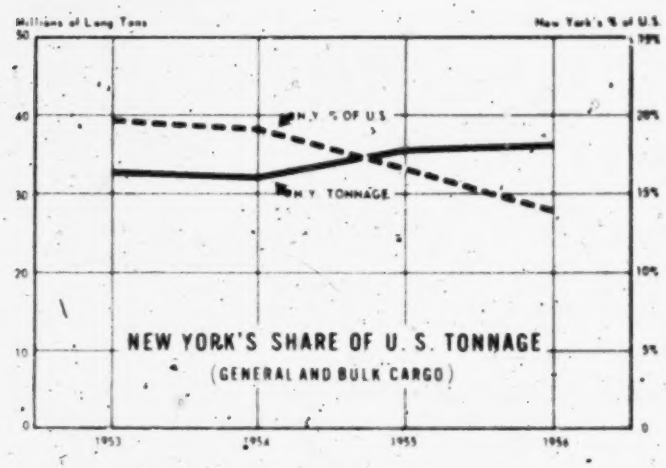
TRADE INDICATORS

Trade by Coastal Area 26
Competitive Shares 26
Glossary 26
Cargo Composition 28
Value 30
Vessel Passengers 30
Merchant Fleets 31
Railroad Cars Unloaded 31

4302

The Port's Share of the Competitive Market

The Port of New York's tonnage gains during the past year lagged behind the increases at competing ports. The Port's share of United States total oceanborne foreign trade—general and bulk cargoes—therefore declined in 1956 to 14.0 per cent, compared to 16.6 per cent in 1955, and 19.1 per cent in 1954. New York's declining share of United States total foreign trade tonnage was primarily attributable to the Port's limited participation in the movement of bulk cargoes that has developed since World War II as well as increasing competition from other ports.



In handling of general cargo, competing ports showed greater tonnage increases than New York. This has caused New York's share of United States general cargo to decline in 1956 to 25.9 per cent from 27.6 per cent in 1955, and 28.5 per cent in 1954. Compared with the 1947-1953 average, New York's competitive share has declined 8.6 percentage points. This decline in the Port's share stems partially from the rapid economic expansion taking place in the south and southwestern parts of the country. It is, however, also symptomatic of the increasing competition among ports, many of which are favored with differentially lower rail rates on export-import cargoes than apply to the New York-New Jersey Port.

New Trade Patterns

Bulk cargo shipments through the Port of New York in 1956 totaled 23,353,814 tons, an increase of 2.1 per cent above 1955. The largest increase was attributed to imports of petroleum and exports of grain. While the Port's bulk tonnage moved upward, the rise was less than

4304

the gains registered by those ports specializing in handling of raw materials such as imports of iron ore and exports of coal. For this reason, the Port of New York's share of United States bulk cargo decreased from 13.6 per cent in 1955 to 11.1 per cent in 1956.

To illustrate this further, during the past ten years this country's trade expanded rapidly in raw materials—petroleum, iron ore, and coal. In this short period of time, the records show, the volume of bulk cargoes handled at all United States ports has increased from 68,633,903 tons to 210,069,017 tons, or a gain of 141,435,114 tons. Yet New York's share of this new trade volume has been less than 10 per cent. The Port of New York must participate in the handling of the raw materials that are gaining increasing importance in foreign trade if it is to continue to grow and prosper. A major factor in the failure of this Port to share in these cargo movements is the discriminatory inland rail freight rates.

A Positive Program

The realities of heightened port competition emphasize the New York-New Jersey Harbor's need for an aggressive program to protect, promote, and expand this Port's activity. How can this be accomplished?

1. By maintaining an aggressive trade development and promotion program for expanding shipments through the Port of New York.
2. By securing the elimination of discriminatory transportation rate structures that unjustly favor competitor ports through differentials, or lower inland rail freight rates.
3. By providing modern and efficient marine facilities at the Port of New York that will attract more cargo.
4. By establishing stable and lawful leadership for waterfront labor.

The Port Authority's Promotion and Protection Activities

Under its responsibilities to the States of New York and New Jersey, The Port of New York Authority has undertaken a broad program of development, promotion, and protection of the Port. The Port Authority maintains trade development offices in New York, Chicago, Cleveland, Washington, D. C., and Rio de Janeiro, Brazil, which help to attract more trade to the Port by providing service and assistance to shippers. Additional aid to shippers in routing their cargo through this Port is provided by information bulletins, motion pictures, and a monthly com-

4305

merce magazine, all of which describe the advantages of using the Port of New York for the movement of overseas shipments.

Closely allied with this program is the Port Authority's continuing vigilance in protecting the Port against transportation rate structures that favor competitors. The Port Authority appears before the Interstate Commerce Commission, Federal Maritime Board, and other Federal and State regulatory agencies in a continuing campaign to secure an equal competitive position for the Port of New York.

The Port Authority's Marine Terminal Program

The Port Authority has a $150 million program under way to improve marine terminal facilities at the Port. This waterfront program includes modernization and new construction at Port Newark, the Hoboken-Port Authority Piers, the Port Authority Grain Terminal, the Columbia Street Pier in Brooklyn, and the Brooklyn-Port Authority Piers.

In 1956, the Port Authority purchased two miles of prime Brooklyn waterfront from the New York Dock Company. This was the first step in a $85,000,000, seven-year, self-supporting program which represents the greatest marine terminal development project ever undertaken in the Port of New York. The new program calls for the replacement of 25 of the present 26 piers with ten wide, single-story, steel and concrete structures.

Since October 1952, when the Port Authority began operation of the Hoboken piers, two general cargo finger piers of advanced design have been built, and a double-deck cargo-passenger pier has been completely rehabilitated. Tonnages handled on these piers totaled 331,015 tons in 1956, an increase of 74.2 per cent over 1954—the last year the old piers were in constant use. This program was completed four years ahead of schedule, at a cost of $18,000,000. As a result, pier efficiency has been improved 25 per cent.

At Port Newark, the Port Authority has developed one of the heaviest concentrations of new and efficient marine terminals in the world.

4306

Completion of projects now under construction will bring the Port Authority investment in Port Newark to over $46,000,000.

A general plan for the development of a new marine terminal along the Elizabeth waterfront of Newark Bay has been approved by the Board of Commissioners of the Port Authority. A new mile-long channel is planned to provide shipping berths at the Elizabeth-Port Authority Piers.

Looking to the Future

The oceanborne cargoes handled at the New York-New Jersey Harbor provide the economic support for one out of every four people who live in the Port District. To insure the prosperity of the people living in the New York-New Jersey Port area, it is vital that the Port's competitive position be maintained. This fundamental objective can be achieved by the successful accomplishment of a comprehensive Port development, promotion, and protection program.

Donald V. Lowe, Chairman
The Port of New York Authority

4307

Chairman's Statement

IN 1956, total oceanborne foreign trade shipped through the New York-New Jersey Port rose to 36,245,503 tons, a 1.7 per cent increase over 1955. General cargo, the Port's greatest asset, increased 1.0 per cent to a total of 12,891,689 tons, while bulk cargo tonnage rose 2.1 per cent to 23,353,814 tons.

SUMMARY OF OCEANBORNE FOREIGN TRADE AT THE NEW YORK-NEW JERSEY PO..T

	Tons	Per Cent Gain Over Previous Year
General Cargo		
1956	12,891,689	+ 1.0
1955	12,760,708	+18.7
1954	10,753,008	
Bulk Cargo		
1956	23,353,814	+ 2.1
1955	22,873,012	+ 7.5
1954	21,268,731	
Total Cargo		
1956	36,245,503	+ 1.7
1955	35,633,720	+11.3
1954	32,021,739	

The 1956 dollar value of New York's total foreign commerce was $8,320,200,000, a 7.0 per cent increase over 1955, and a 31.1 per cent increase over 1954. It is significant that the value of New York's oceanborne foreign trade was 41.0 per cent of the total United States value, 2.7 percentage points less than the 43.7 per cent share in 1955. This value share at the Port compares with only a 14.0 per cent share of the tonnage volume for the country. The Port's large share of the total value of United States trade is due to the Port's superiority in handling general cargo, mainly high-value commodities such as machinery and vehicles.

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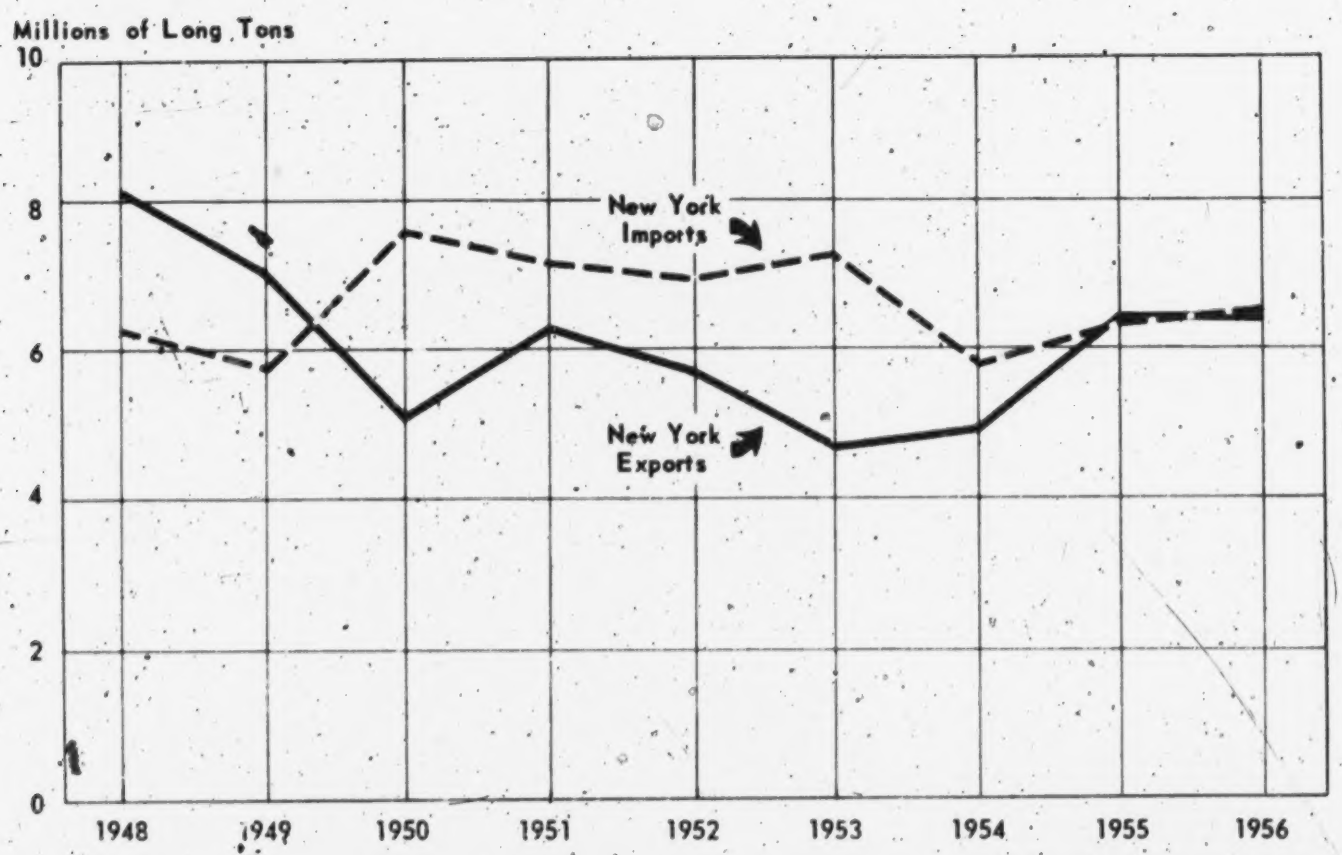

NEW YORK'S TONNAGE

General Cargo

The volume of general cargo moving to and from foreign markets through the Port of New York advanced moderately compared to 1955. This raised the Port's activity to its highest level in four years, although its competitive share of United States general cargo trade declined.

Tonnage

The Port's general cargo exports in 1956 were 6,397,040 tons, an increase of 7,977 tons over 1955. Imports totaled 6,494,649 tons, an increase of 123,004 tons over the preceding year.

Western Europe, one of the most important trading areas of the Port of New York, received approximately 37 per cent of the Port's exports and supplied 24 per cent of the imports. Export commodities that increased in volume during the year were oilseeds, chemicals, and iron and steel products. Machinery continued to move in good volume because of the high level of capital investment abroad. Imports of textiles, automobiles and machinery from Western Europe continued to expand. New York's general cargo export and import trade with Western Europe was valued at $2,198,000,000.

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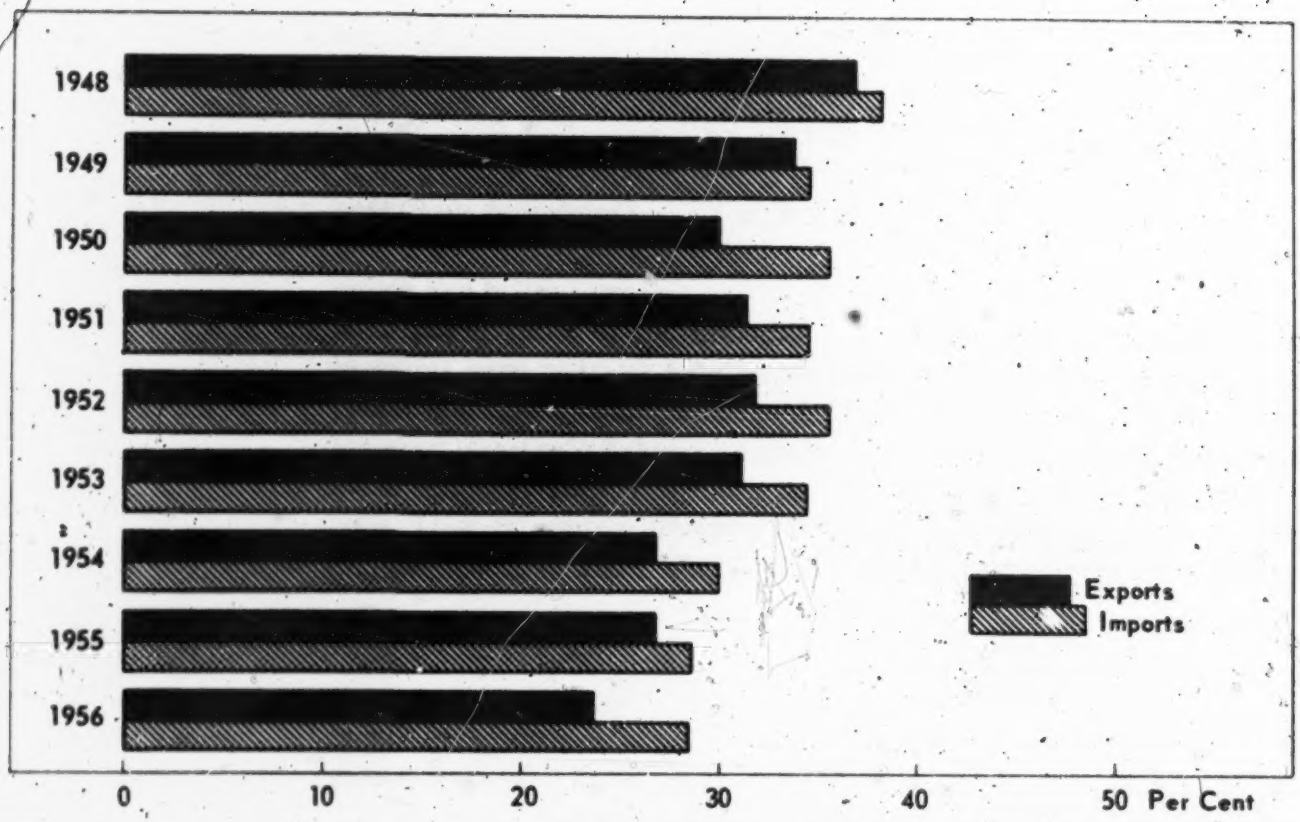

NEW YORK'S SHARE OF U. S. GENERAL CARGO

The Port of New York's trade with Latin America expanded slightly. Vehicles, iron and steel, and grains moved south in heavy volume while coffee, bananas, and sugar were the major northbound commodities. The value of this cargo was about $2,413,000,000.

Trade with Africa was relatively unchanged and industrial development encouraged a modest expansion in the Far Eastern trade.

Competitive Shares

The Port of New York's competitive share of United States general cargo exports was 23.7 per cent in 1956, a decline of 3.1 percentage points from the preceding year. On the import side, the Port of New York's competitive share was 28.5 per cent—down 0.1 percentage point from 1955.

These are the lowest competitive levels in the Port's history. The weakening of the Port's competitive position resulted from losses spread among many commodities. The decline is partially attributable to the growth of new industries in the south and southwestern parts of the country.

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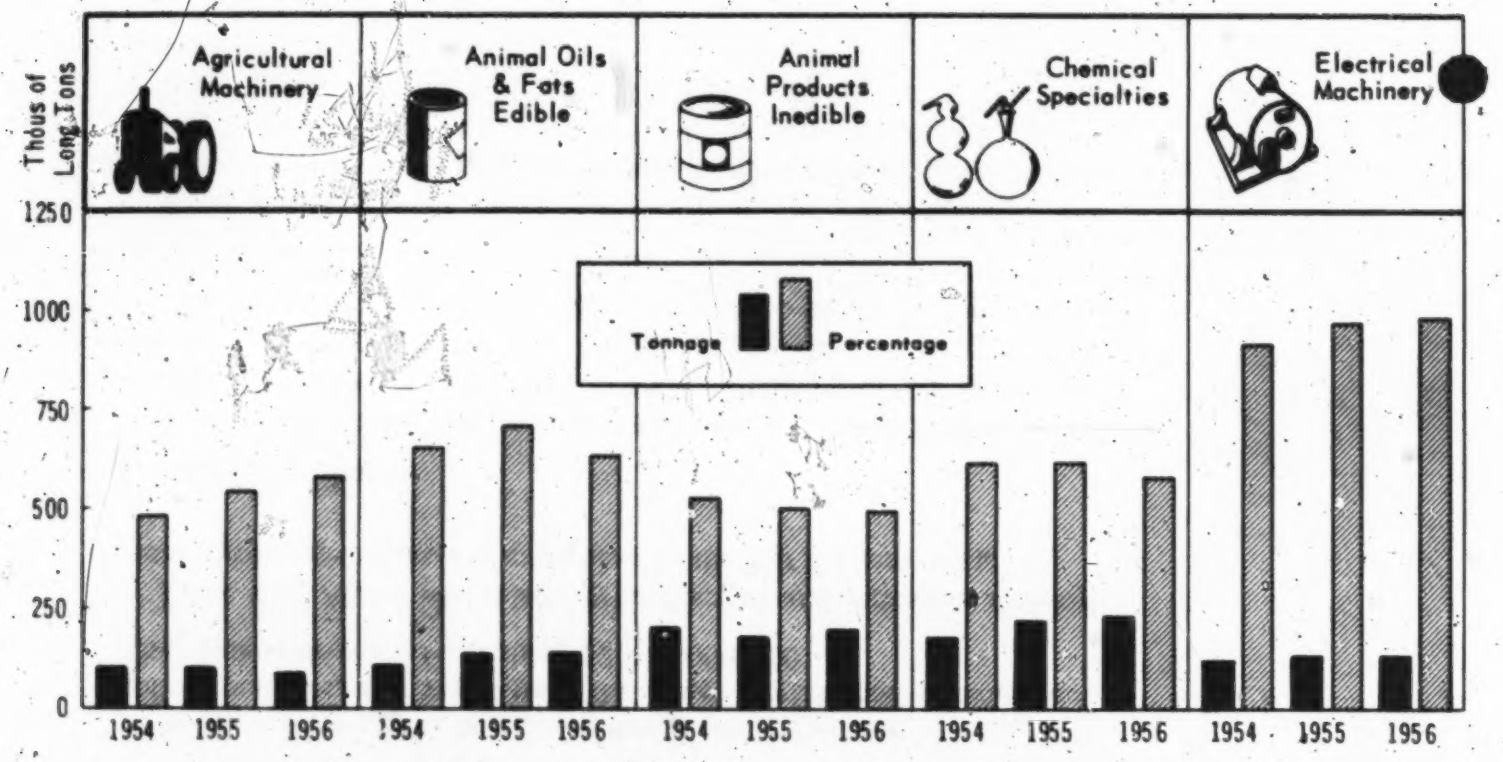


Exports by Commodity

Increased shipments of electrical machinery and agricultural products helped to offset a sharp drop in shipments of iron and steel scrap, enabling the Port of New York's volume of general cargo export tonnages to rise slightly in 1956.

Agricultural Products

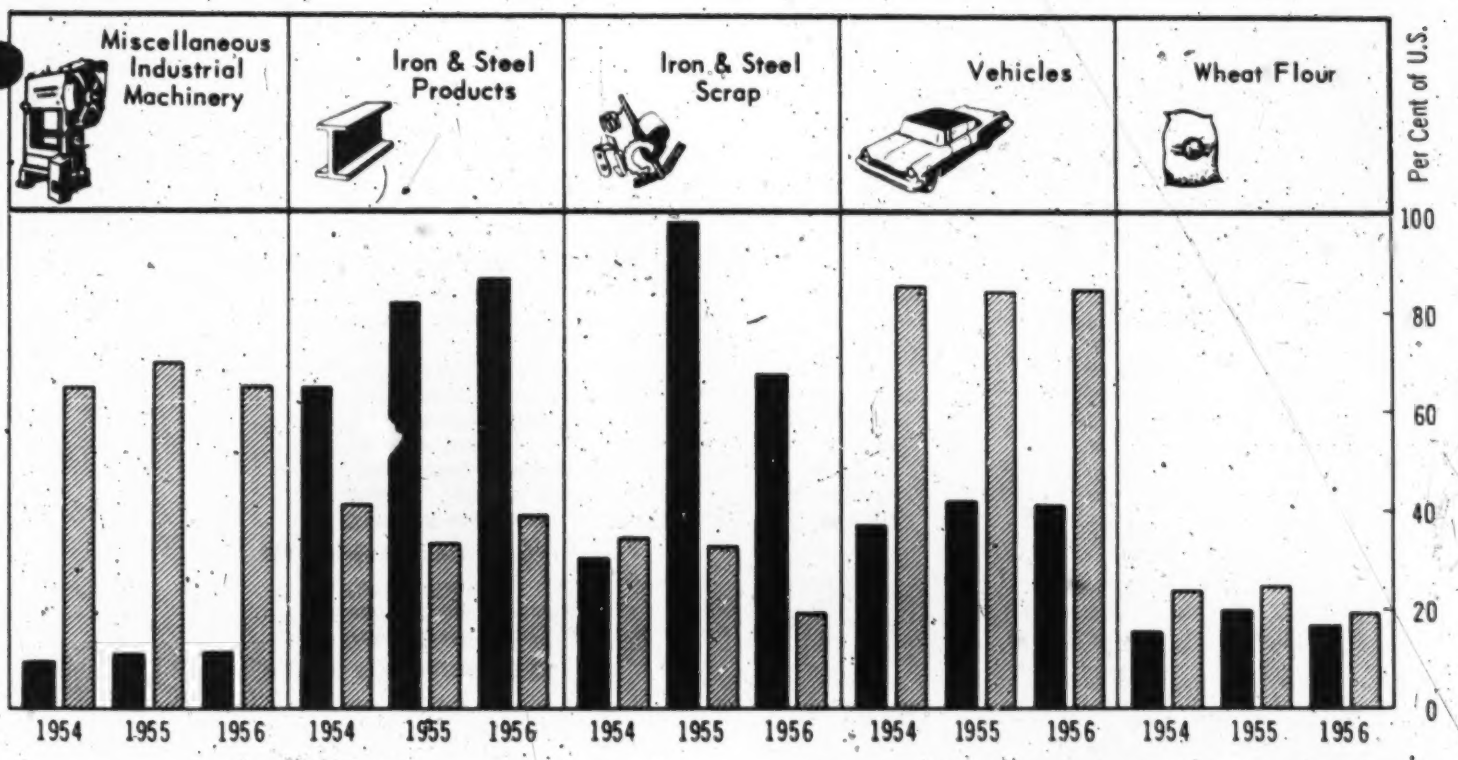
The export of most agricultural commodities through the Port of New York registered increases in 1956 over the preceding year. Exports of edible animal oils and fats increased to 143,761 tons, up 1.2 per cent. Increased exports of butter, beef, non-fat dry milk solids, and cheese were chief contributors to the gain. Shipments of inedible animal products were 201,731 tons, an increase of 8.1 per cent. Lard exports were below those of the previous year as domestic hog slaughter declined and prices rose.

Steel and Machinery

Exports of iron and steel products increased to 1,070,208 tons, up 4.8 per cent over 1955. The chief factor behind this strength was the continued expansion of capital goods industries in Europe and Latin

3146
[fol. 4310]

4310



PRINCIPAL GENERAL CARGO EXPORTS

America. In contrast, export of iron and steel scrap was 840,330 tons, a decline of 31.4 per cent from 1955. High scrap prices contributed to the decline.

A decline in passenger car exports was almost compensated for by an increase in truck shipments. As a result, vehicle exports were 509,875 tons—down 1.6 per cent from 1955. The principal markets were Venezuela, the Benelux countries, Cuba, and the Union of South Africa.

Shipments of electrical machinery increased to 136,971 tons—up 3.8 per cent. The upward trend was supported by the continued growth of overseas electric power production. Industrial machinery exports increased to 145,078 tons—up 8.0 per cent. Latin America and Africa were good markets for mining and construction equipment.

Competitive Shares

The Port of New York's competitive share of United States exports for 45 principal commodities was generally down in 1956 compared to 1955. Of these, 27 commodities posted lower competitive shares while 18 showed modest gains.

[fol. 4311]

4319

Major General Cargo Exports

Commodity	United States 1954	1955	1956
ANIMALS & ANIMAL PRODUCTS			
Misc. Meat	60 993	74 239	90 619
Animal Oils & Fats, Edible	207 834	248 623	282 388
Raw Hides & Skins	111 538	112 931	111 472
Animal Prods., Inedible	481 456	459 914	505 755
VEGETABLE FOOD PRODUCTS &, BEVERAGES			
Wheat Flour	810 212	991 132	1 073 806
Misc. Flour & Grain	179 606	177 189	183 857
Animal Feeds	384 899	765 331	641 350
Misc. Vegetables	154 368	92 820	128 575
Fresh Fruits	231 291	248 432	349 601
Vegetable Oils, Edible	73 401	164 858	365 389
Coffee	20 268	25 385	31 465
Cocoa	11 178	9 673	8 962
Liquors & Wines	41 815	29 338	24 666
VEGETABLE PRODUCTS, INEDIBLE			
Synthetic Rubber	37 109	102 727	162 457
Flaxseed	94 997	103 058	130 131
TEXTILE FIBERS & MFRS.			
Cotton Manufactures	122 060	107 139	99 213
Wool Manufactures	67 456	67 415	67 274
Synthetic Fibers	68 302	60 490	61 944
Misc. Textile Products	19 397	27 512	28 618
WOOD AND PAPER			
Newsprint	134 106	196 619	143 045
Paper Products	371 643	435 684	404 416
NON-METALLIC MINERALS			
Lube Oils & Greases	618 195	623 203	601 684
Misc. Petroleum Products	218 743	228 763	185 091
Glass & Products	114 517	120 231	109 486
Misc. Clay Products	39 159	38 658	45 839
Non-Metallic Minerals	188 245	213 186	212 392
METALS & MANUFACTURES			
Iron & Steel Scrap	1 091 695	3 772 291	4 343 835
Iron & Steel Products	1 950 263	3 079 025	2 729 898
Refined Copper	195 816	179 743	195 594
MACHINERY & VEHICLES			
Electrical Machinery	166 052	168 980	174 114
Engines, Turbines, Parts	46 496	51 896	58 354
Construction Machinery	209 317	239 901	324 636
Machine Tools	76 074	67 867	74 474
Textile & Shoe Machinery	54 339	55 274	51 989
Misc. Industrial Machinery	181 562	192 930	223 816
Agricultural Machinery	271 421	242 038	186 730
Vehicles	538 343	616 808	603 748
Railway Locos., Cars, Parts	42 178	55 907	54 899
Vehicle Parts	114 624	124 539	121 790
CHEMICALS & RELATED PRODUCTS			
Coal Tar Products	68 797	59 007	66 369
Medicinal Preparations	40 663	37 432	36 535
Industrial Chemicals	621 448	566 210	639 456
Chemical Specialties	362 728	440 658	505 357
Pigments, Paints, Varnish	269 783	278 860	266 187
Sub-Total	11 164 387	14 953 918	16 706 831
All Others	7 227 651	8 843 651	10 2[redacted]82
Total	18 392 038	23 797 567	26 987 413

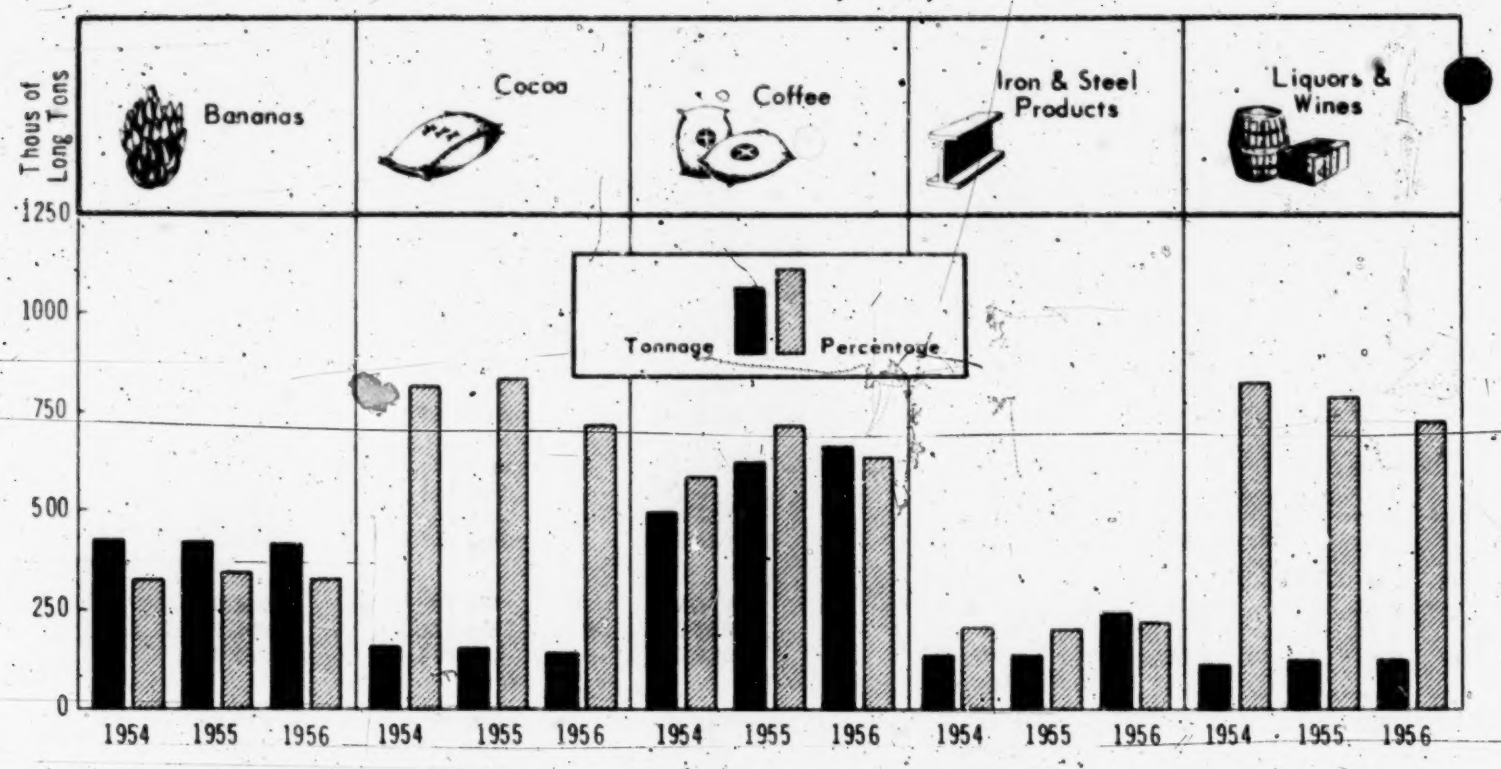
3148
[fol. 43121]

4312

New York			Per Cent N.Y./U.S.		
1954	1955	1956	1954	1955	1956
47 062	57 322	56 926	77.2	77.2	62.8
109 814	142 117	143 761	52.8	57.2	50.9
35 884	28 079	29 970	32.2	24.9	26.9
206 006	186 274	201 731	42.8	40.5	39.9
193 441	245 159	208 169	23.9	24.7	19.4
37 925	30 377	41 313	21.1	17.1	22.5
40 171	89 351	73 251	10.4	11.7	11.4
28 467	17 239	16 821	18.4	18.6	13.1
16 330	30 169	80 595	7.1	12.1	23.1
28 607	87 970	297 485	39.0	53.4	81.4
14 349	20 978	25 114	70.8	82.6	79.8
10 896	9 455	8 781	97.5	97.7	98.0
16 038	13 812	12 909	38.4	47.1	52.3
15 640	29 911	32 546	42.1	29.1	20.0
71 396	92 274	92 944	75.2	89.5	71.4
65 748	60 545	58 411	53.9	56.5	58.9
44 882	49 060	50 847	66.5	72.8	75.6
51 215	43 081	42 436	75.0	71.2	68.5
11 731	15 199	14 029	60.5	55.2	49.0
51 527	60 365	40 454	38.4	30.7	28.3
84 403	90 233	83 616	22.7	20.7	20.7
110 708	115 573	107 193	17.9	18.5	17.8
64 621	62 538	48 308	29.5	27.3	26.1
58 094	63 994	51 390	50.7	53.2	46.9
17 163	18 114	15 929	43.8	46.9	34.7
55 414	60 048	57 582	29.4	28.2	27.1
376 696	1 224 543	840 330	34.5	32.5	19.3
806 306	1 020 948	1 070 208	41.3	33.2	39.2
88 290	84 466	75 986	45.1	47.0	38.8
122 348	131 940	136 971	73.7	78.1	78.7
27 282	25 819	39 245	58.7	49.8	67.3
86 211	116 506	141 023	41.2	48.6	43.4
50 386	48 211	51 490	66.2	71.0	69.1
29 801	31 000	31 078	54.9	56.1	59.8
116 955	134 305	145 078	64.4	69.6	64.8
106 175	106 158	87 000	39.1	43.9	46.6
457 951	518 310	509 875	85.1	84.0	84.5
21 792	27 838	30 466	51.7	49.8	55.5
89 035	100 818	98 149	77.7	81.0	80.6
29 277	33 766	26 896	42.6	57.2	40.5
25 578	24 695	24 100	62.9	66.0	66.0
134 149	123 951	142 724	21.6	21.9	22.3
180 358	220 708	235 990	49.7	50.1	46.7
65 115	63 055	59 194	24.1	22.6	22.2
4 301 237	5 756 274	5 638 314	38.5	38.5	33.7
632 089	632 789	758 726	8.7	7.2	7.4
4 933 326	6 389 063	6 397 040	26.8	26.8	23.7

[fol. 4313]

4313 LONG TONS



Imports by Commodity

An upturn in the inbound movement of iron and steel mill products from Western Europe, and coffee from Latin America were the principal factors in the rise in the Port of New York's general cargo imports.

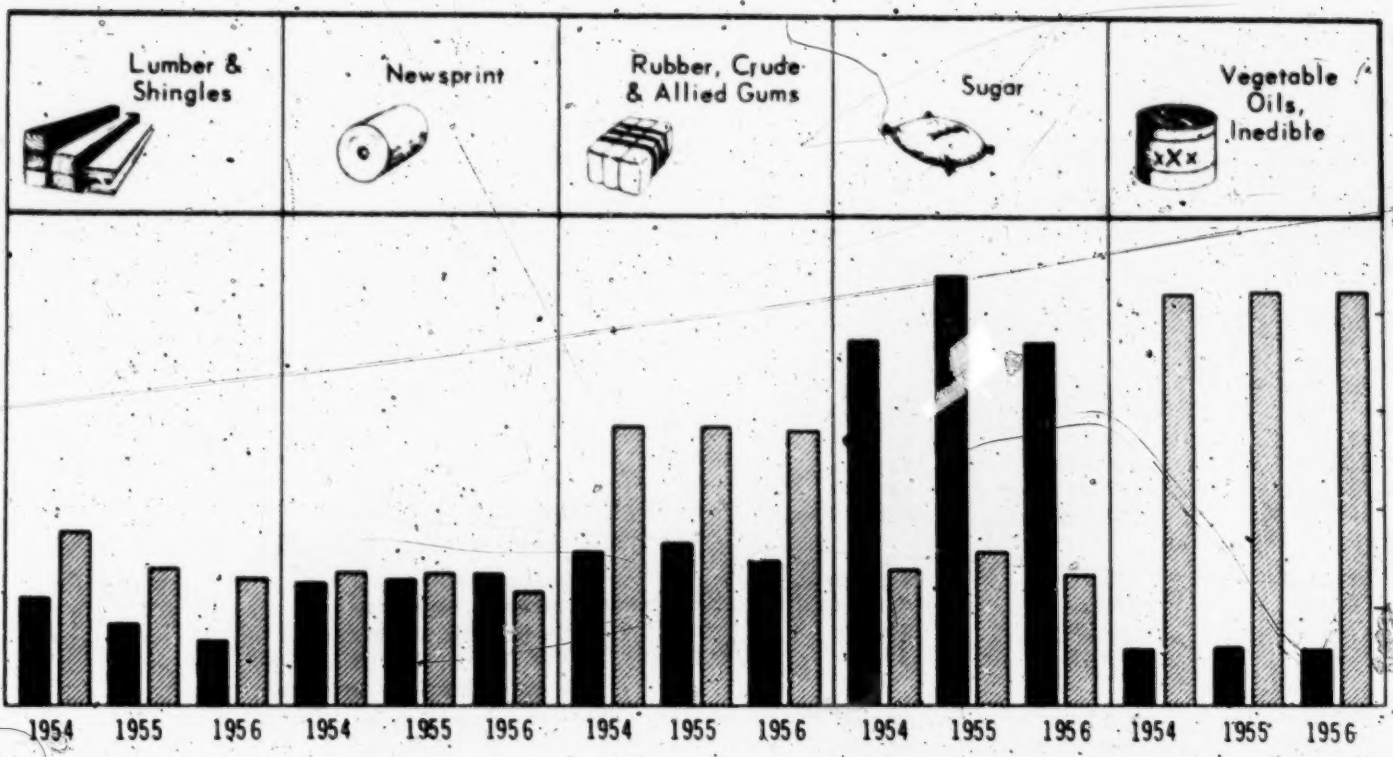
Agricultural Products

Stimulated by the expansion of instant coffee processing plants in the Port District and a rise in the per capita consumption, 569,733 tons of coffee were imported, an increase of 8.3 per cent over 1955. Price rises during the second and third quarters did not deter the upward trend.

The volume of most other imported tropical food products was down slightly in 1956, compared to 1955. A sharp advance in the price of sugar encouraged domestic refiners to draw upon inventories to meet current demand. This reduced sugar imports to 922,995 tons, down 15.4 per cent from 1955. Similarly, cocoa and banana imports registered minor declines.

Domestic shortages of newsprint were alleviated by imports totaling 337,698 tons, a 7.0 per cent increase compared to 1955. Rubber im-

3150 [fol. 4314]
4314



PRINCIPAL GENERAL CARGO IMPORTS

ports were off, due primarily to a continuing shift to synthetic rubber and a slackening in automobile production during the past year.

Manufactures

For the third successive year, imports of iron and steel products increased through the Port. A domestic shortage of structural steel and concrete reinforcing bars caused imports to expand 244,976 tons, an increase of 80.5 per cent over 1955. The largest suppliers were West Germany, Netherlands, and the Benelux countries.

An expanding Gross National Product helped create significant increases in the inbound movement for most consumer goods—automobiles, cutlery, and foodstuffs. Cotton and wool textiles were also stronger.

Competitive Shares

The Port of New York's competitive share of United States general cargo imports for 48 leading commodities showed that 17 had advanced while 31 had declined.

43.5

Major General Cargo Imports

Commodity	United States 1954	1955	1956
ANIMALS & ANIMAL PRODUCTS			
Misc. Meat	121 018	121 622	108 780
Fresh Fish	132 049	124 787	158 669
Misc. Fish	123 886	107 178	110 686
Raw Hides & Skins	47 180	54 327	66 230
Animal Prods., Inedible	222 816	189 061	173 242
VEGETABLE FOOD PRODUCTS & BEVERAGES			
Fresh Vegetables	86 853	86 407	115 341
Misc. Vegetables	110 329	152 189	203 225
Fresh Fruits	60 739	65 405	76 145
Bananas	1 621 789	1 534 732	1 559 854
Misc. Fruits	150 029	150 872	157 315
Nuts	114 031	162 359	119 534
Vegetable Oils, Edible	51 575	59 924	59 056
Coffee	1 044 388	1 207 405	1 307 087
Cocoa	238 355	227 638	258 846
Tea	58 931	52 888	50 911
Misc. Table Beverages	43 358	48 297	45 327
Spices	47 480	44 671	50 990
Sugar	3 342 086	3 511 518	3 716 629
Liquors & Wines	163 581	188 248	218 534
VEGETABLE PRODUCTS, INEDIBLE			
Rubber, Crude	678 938	720 274	650 851
Naval Stores	49 513	59 815	58 057
Castor Beans	49 194	39 398	19 142
Vegetable Oils, Inedible	166 534	170 848	174 777
Dyeing & Tanning Materials	128 522	134 868	147 942
TEXTILE FIBERS & MFRS.			
Cotton Manufactures	33 326	54 857	59 053
Sisal, Henequen	203 615	202 254	212 070
Burlap & Jute Bagging	247 580	256 972	287 881
Vegetable Fiber Manufactures	108 489	150 616	159 137
Wool, Unmanufactured	148 199	167 338	172 383
Synthetic Fibers	40 457	87 611	51 213
WOOD & PAPER			
Lumber & Shingles	767 455	727 491	663 750
Cork Manufactures	127 415	116 527	82 151
Woodpulp	400 109	358 626	473 777
Newsprint	1 145 588	1 179 800	1 465 745
Paper Products	89 763	122 070	145 814
NON-METALLIC MINERALS			
Fuel Oil	65 067	80 848	80 758
Glass & Products	80 026	167 692	255 817
Misc. Clay Products	52 858	61 257	73 753
Non-metallic Minerals	469 256	624 218	698 140
METALS & MANUFACTURES			
Iron & Steel Products	837 034	848 456	1 381 453
Refined Copper	151 052	117 167	87 358
Lead, Crude	156 826	153 695	176 205
Tin, Crude	71 473	67 491	69 164
Zinc Ore & Scrap	210 910	228 215	252 718
Zinc, Crude	39 175	54 978	106 708
CHEMICALS & RELATED PRODUCTS			
Coal Tar Products	45 324	73 934	68 312
Industrial Chemicals	156 774	193 525	191 313
Misc. Fertilizers	142 605	126 129	132 148
Sub-Total	14 643 550	15 463 498	16 954 9[illegible]
All Others	4 758 273	6 839 304	5 795 38[illegible]
TOTAL	19 401 823	22 302 802	22 750 379

3152
[fol. 4316]

4316

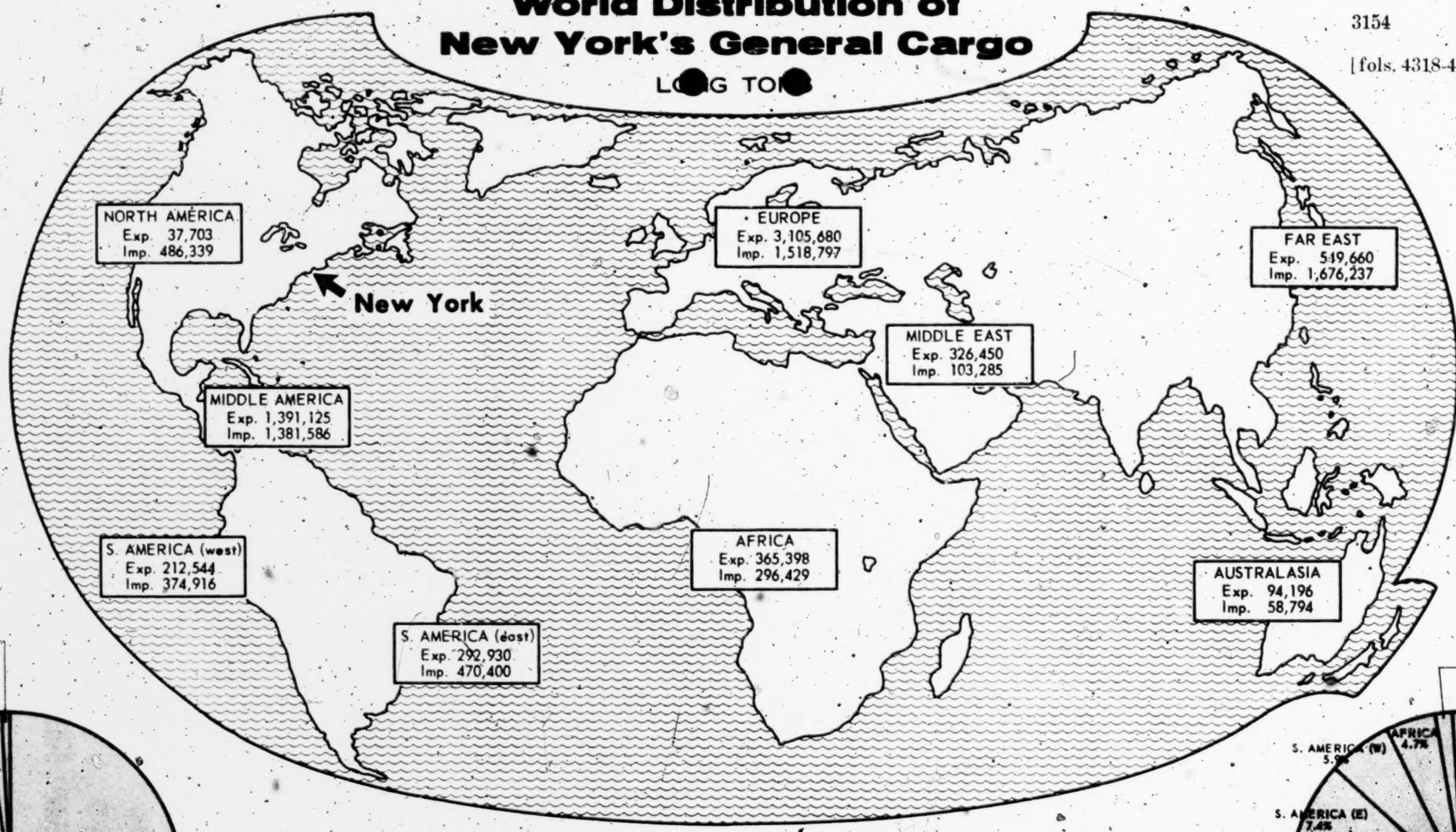
New York			Per Cent N.Y./U.S.		
1954	1955	1956	1954	1955	1956
58 148	63 516	57 531	48.0	52.2	52.9
24 633	20 899	25 163	18.6	16.7	15.9
51 670	49 128	45 494	41.7	45.8	41.1
20 669	23 166	27 674	43.8	42.6	41.8
43 652	49 251	45 415	19.6	26.1	26.2
23 082	25 726	23 500	26.6	29.8	20.4
67 193	90 125	92 731	60.9	59.2	45.6
30 965	38 291	42 984	51.0	58.5	56.5
425 358	420 757	418 814	26.2	27.4	26.8
97 111	93 061	90 517	64.7	63.0	57.5
82 549	108 898	87 673	72.4	67.1	73.3
38 178	40 960	49 354	74.0	63.4	83.6
492 286	618 278	669 733	47.1	57.2	51.2
155 239	155 392	148 910	65.1	66.5	57.5
30 848	28 900	23 763	52.3	54.6	46.7
31 369	33 242	31 609	72.3	68.8	69.7
39 092	36 789	41 311	82.3	82.4	81.0
923 141	1 090 736	922 995	27.6	31.0	26.7
106 986	117 853	126 573	65.4	62.6	57.9
383 630	406 578	365 753	56.5	56.4	56.2
42 863	52 737	49 322	86.6	88.2	84.9
48 842	38 375	19 009	99.3	97.4	99.3
138 832	143 411	147 680	83.4	83.9	84.5
42 009	41 808	51 625	32.7	31.0	34.8
26 697	45 556	49 193	80.1	83.0	83.3
49 908	42 741	40 454	24.5	21.1	19.1
34 784	34 255	33 406	14.0	13.3	11.6
32 184	45 865	47 688	29.7	30.5	30.0
40 220	51 368	58 235	27.1	30.7	33.8
21 702	33 696	17 716	53.6	38.5	34.6
268 878	199 988	168 883	35.0	27.5	25.4
49 745	36 985	26 272	39.0	31.7	32.0
95 272	78 874	100 078	23.8	20.5	21.1
306 202	315 556	337 698	23.7	26.4	23.0
60 733	63 140	73 472	67.7	51.7	50.4
64 585	67 438	68 422	99.3	83.4	84.7
26 979	48 678	66 736	33.7	29.0	26.1
29 574	36 091	40 561	55.9	58.9	55.0
71 388	75 283	83 276	15.2	12.1	11.9
135 257	135 700	244 976	16.2	16.0	17.7
118 743	114 868	85 784	78.6	98.0	98.2
81 925	73 623	66 325	52.2	47.9	37.6
46 627	45 854	46 259	65.2	67.9	66.9
43 073	40 048	70 847	20.4	17.5	28.0
32 810	39 801	75 366	83.8	72.4	70.6
19 035	25 839	23 453	42.0	34.9	34.3
58 070	77 415	81 230	37.0	40.0	42.5
42 115	43 118	38 431	29.5	34.2	29.1
5 154 851	5 561 666	5 539 894	35.2	35.9	32.7
664 831	809 506	954 755	14.0	12.1	16.5
5 819 682	6 371 645	6 494 649	30.0	28.6	28.5

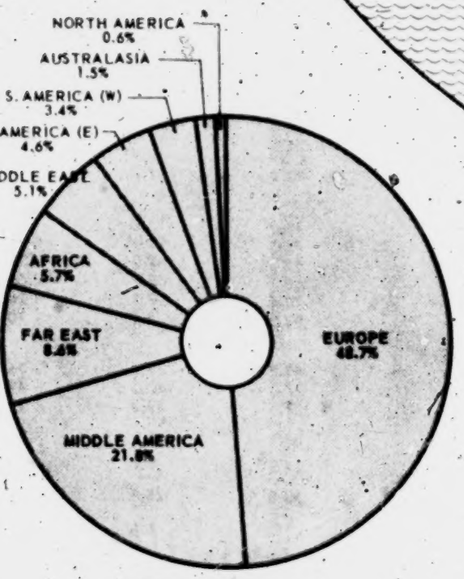
4347

LONG TONS

World Distribution of New York's General Cargo

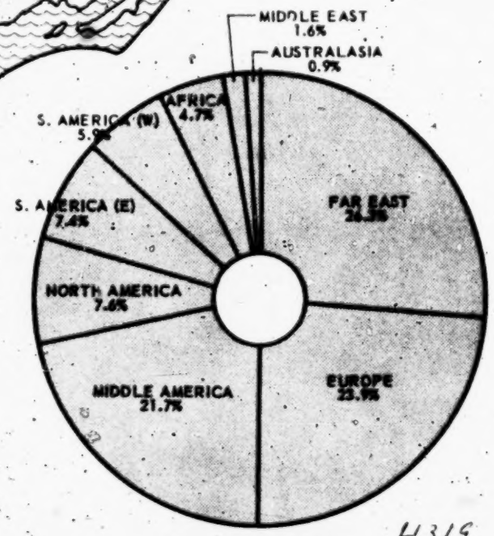
LONG TONS



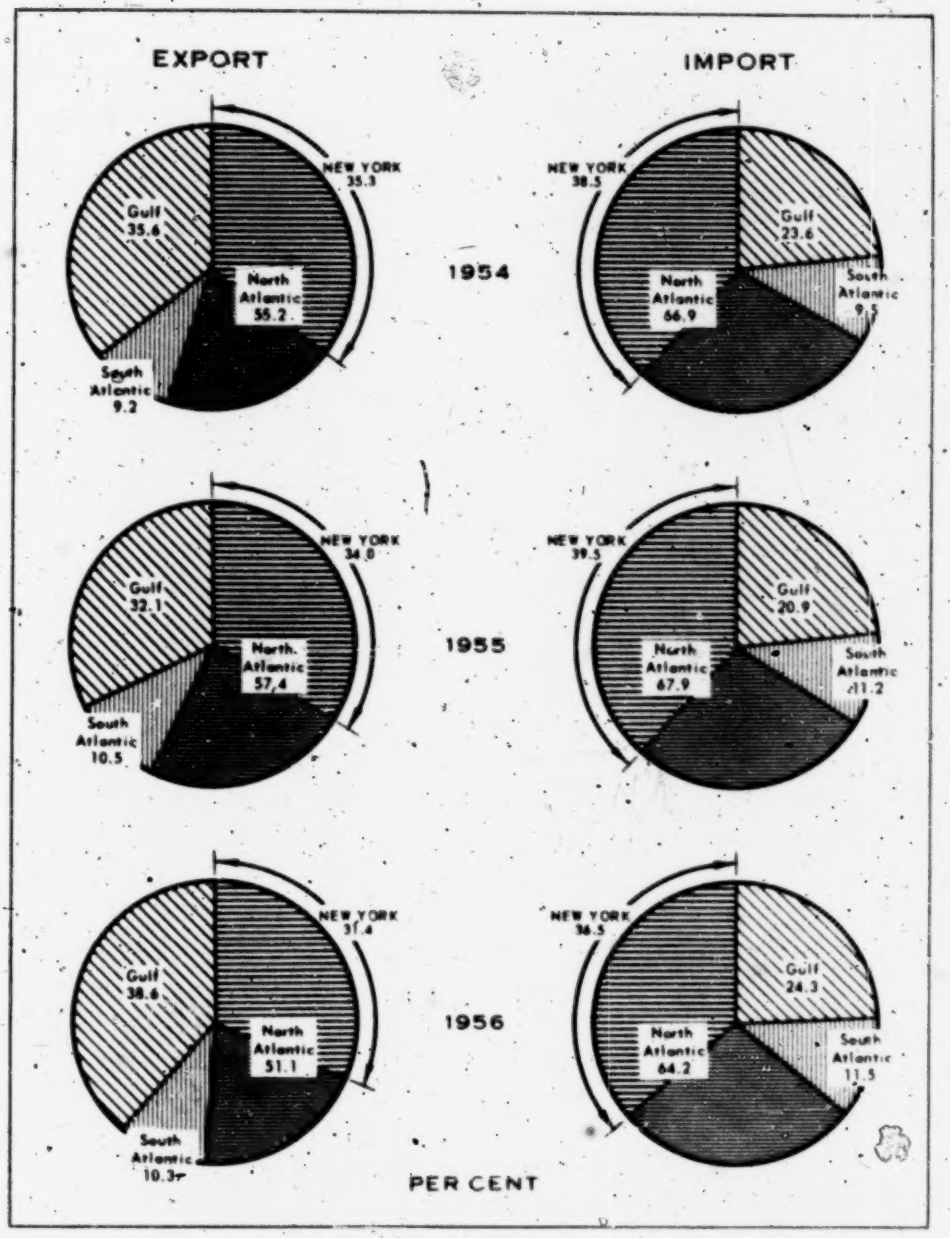


Exports

Geographically, the Port of New York's leading trade area in the world was Western Europe. Cargo to and from that area totaled 4,625,477 tons, and had a value of $2,321,076,980. The most important countries were the United Kingdom, Italy, and West Germany. Trade with the American Republics represented 32.4 per cent and the Far East 17.4 per cent of New York's general cargo. Data are based on a special survey for the year 195[illegible]



Imports



DISTRIBUTION OF GENERAL CARGO ALONG ATLANTIC AND GULF COASTS

Coastal

[Fol. 4320]

The Port of New York was confronted with intensified competition during the year. Most of the Atlantic and Gulf ports were bidding for a greater share of foreign trade through enlarged port development and promotion programs.

Alternative Trade Routes

There are three coastal regions competing as gateways for the flow of overseas trade. They are the North Atlantic, South Atlantic, and Gulf coasts.

4320

Competition

For example, freight moving to and from the Middle West has a choice of routes. It can move down the Mississippi River by barge or travel by rail or motor truck to any number of Atlantic and Gulf ports. The ultimate choice depends on availability of steamship sailings, adequate harbor facilities, inland carriers, specialized cargo-handling facilities, banking services, and a host of other items.

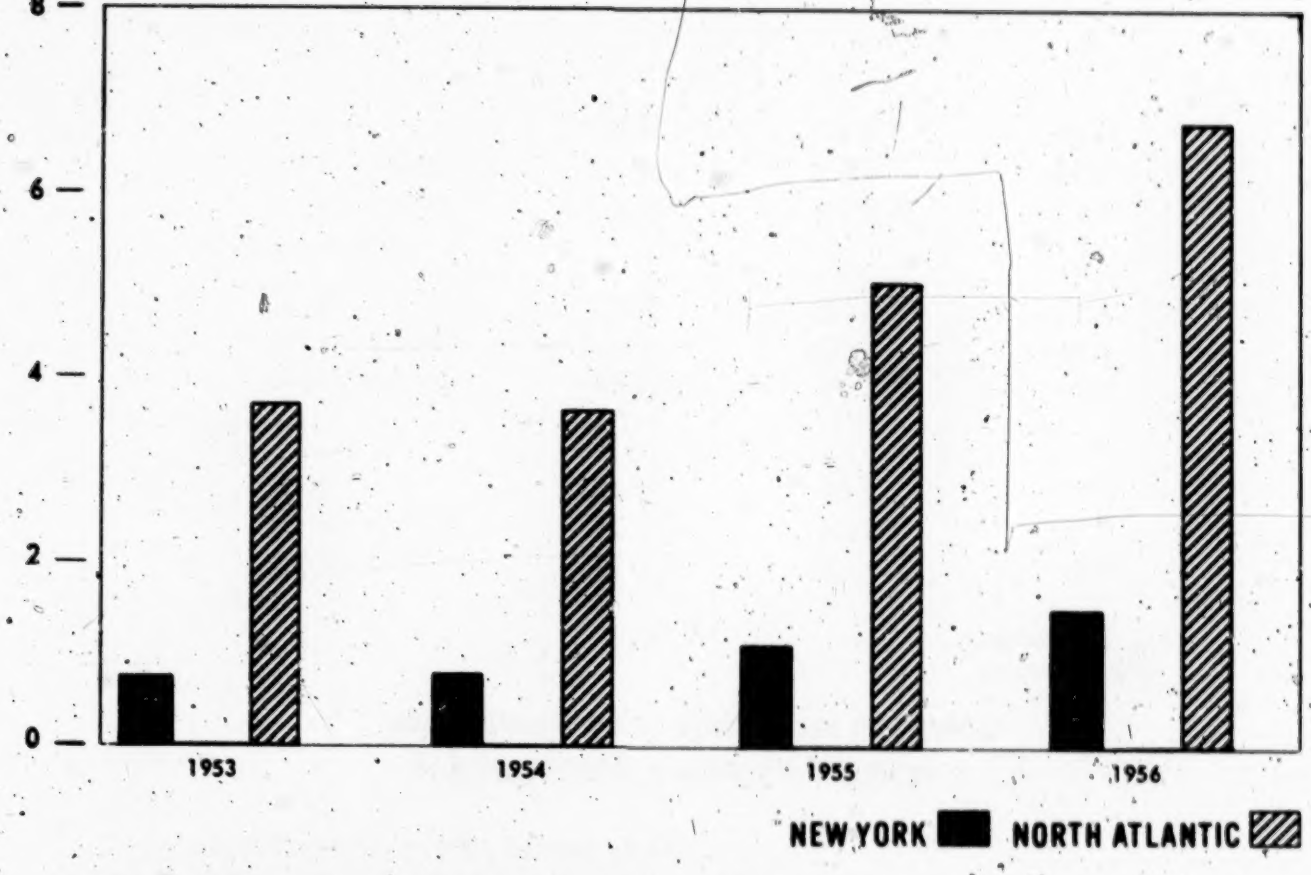
The North Atlantic coastal region's share of total Atlantic and Gulf coast general cargo in 1956 declined 4.1 percentage points compared to the previous year, while the Gulf coast region posted a gain of 4.0 percentage points and the South Atlantic 0.1 percentage point.

The shift in the competitive standing was due mainly to heavier exports of cotton, chemicals and machinery through the Gulf and South Atlantic coasts, and to inbound movements of cement and semi-manufactures.

It is interesting to note that in its immediate competitive region the Port of New York's share of North Atlantic general cargo export and import tonnage in 1956 increased to 59.1 per cent, a rise of 0.4 percentage point over the preceding year.

Distribution of General Cargo Shares
North Atlantic, South Atlantic, and Gulf Coasts

	1956	1955	Percentage Point Change 1956/1955
Export			
North Atlantic	51.1%	57.4%	−6.3
South Atlantic	10.3	10.5	−0.2
Gulf	38.6	32.1	+6.5
Import			
North Atlantic	64.2%	66.2%	−2.0
South Atlantic	11.5	10.9	+0.6
Gulf	24.3	22.9	+1.4
Export & Import			
North Atlantic	57.4%	61.5%	−4.1
South Atlantic	10.8	10.7	+0.1
Gulf	31.8	27.8	+4.0



Bulk Grain Exports

The Port of New York's bulk grain exports, including shipments through Albany, expanded sharply during 1956. Exports were 1,505,225 tons, an increase of 37.5 per cent over the preceding year. The Commodity Credit Corporation's policy of establishing competitive export prices, failing European crops, and the need for many countries to build up grain reserves were the principal factors contributing to the larger volumes.

Wheat

Wheat is the most important grain exported from New York. In 1956, shipments were 1,018,983 tons, a 78.8 per cent increase above those of 1955. The majority of orders were for commercial accounts.

The main type of wheat exported was soft red. It found increased acceptance because of its improved milling quality, while price adjustments of spring wheat permitted an expansion of its sales. A shortage of charter shipping space tended to increase the number of parcel lot shipments.

4322

[fol. 4322]

3157

	1953	1954	1955	1956
WHEAT				
New York	567 010	696 458	569 867	1 018 983
North Atlantic	1 848 049	2 274 698	1 760 741	3 946 200
% NY/NA	30.7	30.6	32.4	25.8
CORN				
New York	138 122	39 780	257 891	138 598
North Atlantic	1 488 136	897 529	2 034 264	1 631 593
% NY/NA	9.3	4.4	12.7	8.5
BARLEY & RYE				
New York	3 212	30 922	150 877	257 448
North Atlantic	53 881	96 760	558 737	564 157
% NY/NA	6.0	32.0	27.0	45.6
OATS				
New York	14 400	995	107 670	88 577
North Atlantic	15 902	7 666	275 703	249 012
% NY/NA	90.6	13.0	39.1	35.6
SORGHUMS				
New York	24	1 427	3 212	13
North Atlantic	2 471	3 870	4 554	13
% NY/NA	1.0	36.9	70.5	100.0
SOYBEANS				
New York	10 042	5 908	4 941	1 606
North Atlantic	306 642	351 556	403 548	387 290
% NY/NA	3.3	1.7	1.2	0.4
TOTAL ALL GRAINS				
New York	732 810	779 490	1 094 458	1 505 225
North Atlantic	3 715 081	3 632 079	5 037 547	6 778 265
% NY/NA	19.7	21.4	21.7	22.2

LONG TONS

Corn and Other Grains

The volume of corn exports for animal feed declined in 1956. Exports were 138,598 tons, a decline of 46.3 per cent from the previous year. The cutback in corn shipments reflected curtailed demand in Europe, primarily France, where the harvesting of feed grains was up. In addition, the available supplies from exporting countries also increased.

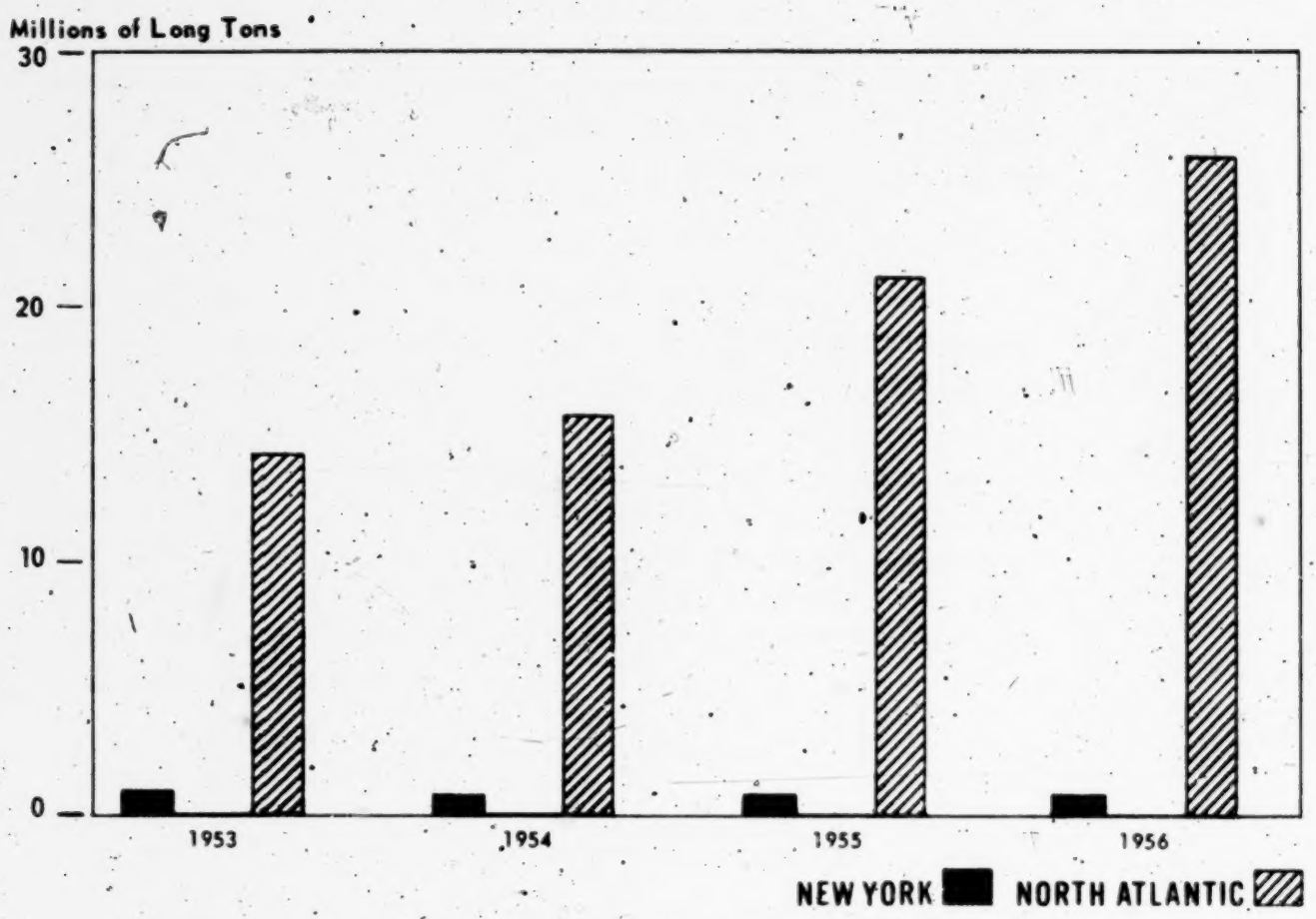
Heavier export volumes of barley and rye helped to expand this Port's grain shipments. Despite heavy French export surpluses, sales to Northern European countries remained strong.

Competitive Shares

The competitive share of total North Atlantic bulk grain exports handled by the New York Customs District was 22.2 per cent in 1956, a slight increase of 0.5 percentage point over 1955. The expansion and modernization of the Port's grain terminals has provided efficient facilities for private and public shippers and will help to permit the Port to share in grain movements.

4323

[fol. 4323]



Bulk Ore Imports

The volume of foreign bulk ore imports handled at North Atlantic coastal ports in 1956 was 26,086,650 tons, compared with 21,101,251 tons during the preceding year. The sharp rise was a result of the dwindling domestic ore supply and a high level of steel production.

Iron

Oceanborne receipts of iron ore through North Atlantic ports in 1956 totaled 21,288,134 tons, an increase of 26.2 per cent over the previous year. Two countries — Canada and Venezuela — accounted for about three-quarters of North Atlantic oceanborne iron ore imports.

During 1956, the Port of New York's iron ore imports were 593 tons, compared with 10,948,852 tons in Baltimore and 9,479,516 tons in Philadelphia. For several years, many New York harbor railroads and The Port of New York Authority have been engaged in proceedings before the Interstate Commerce Commission and the Courts to achieve rail rate equalization with competitive ports to the South.

[fol. 4324]
4324
3159

		1953	1954	1955	1956
IRON ORE	New York	169	156	308	593
	North Atlantic	8 285 161	11 645 788	16 865 781	21 288 134
	% NY/NA	0.002	0.001	0.002	0.003
MANGANESE	New York	15 266	15 426	31 844	9 131
	North Atlantic	3 185 384	1 961 330	1 984 291	2 233 050
	% NY/NA	0.5	0.8	1.6	0.4
CHROME	New York	194 109	134 033	97 019	118 442
	North Atlantic	1 778 503	1 187 670	1 347 348	1 572 628
	% NY/NA	10.9	11.3	7.2	7.5
BAUXITE	New York	258 917	230 816	190 166	248 292
	North Atlantic	322 043	302 196	249 762	321 846
	% NY/NA	80.4	76.4	76.1	77.1
COPPER	New York	297 016	274 021	315 817	281 616
	North Atlantic	298 395	286 339	316 398	299 874
	% NY/NA	99.5	95.7	99.8	93.9
LEAD	New York	7 733	1 999	6 391	7 435
	North Atlantic	8 824	2 660	9 213	10 398
	% NY/NA	87.6	75.2	69.4	71.5
MISC. ORES	New York	202 751	170 824	191 644	161 135
	North Atlantic	373 247	343 008	329 258	360 720
	% NY/NA	54.3	49.8	58.2	44.7
TOTAL BULK ORES	New York	975 961	827 275	833 591	826 644
	North Atlantic	14 251 557	15 728 996	21 101 251	26 086 650
	% NY/NA	6.8	5.3	4.0	3.2

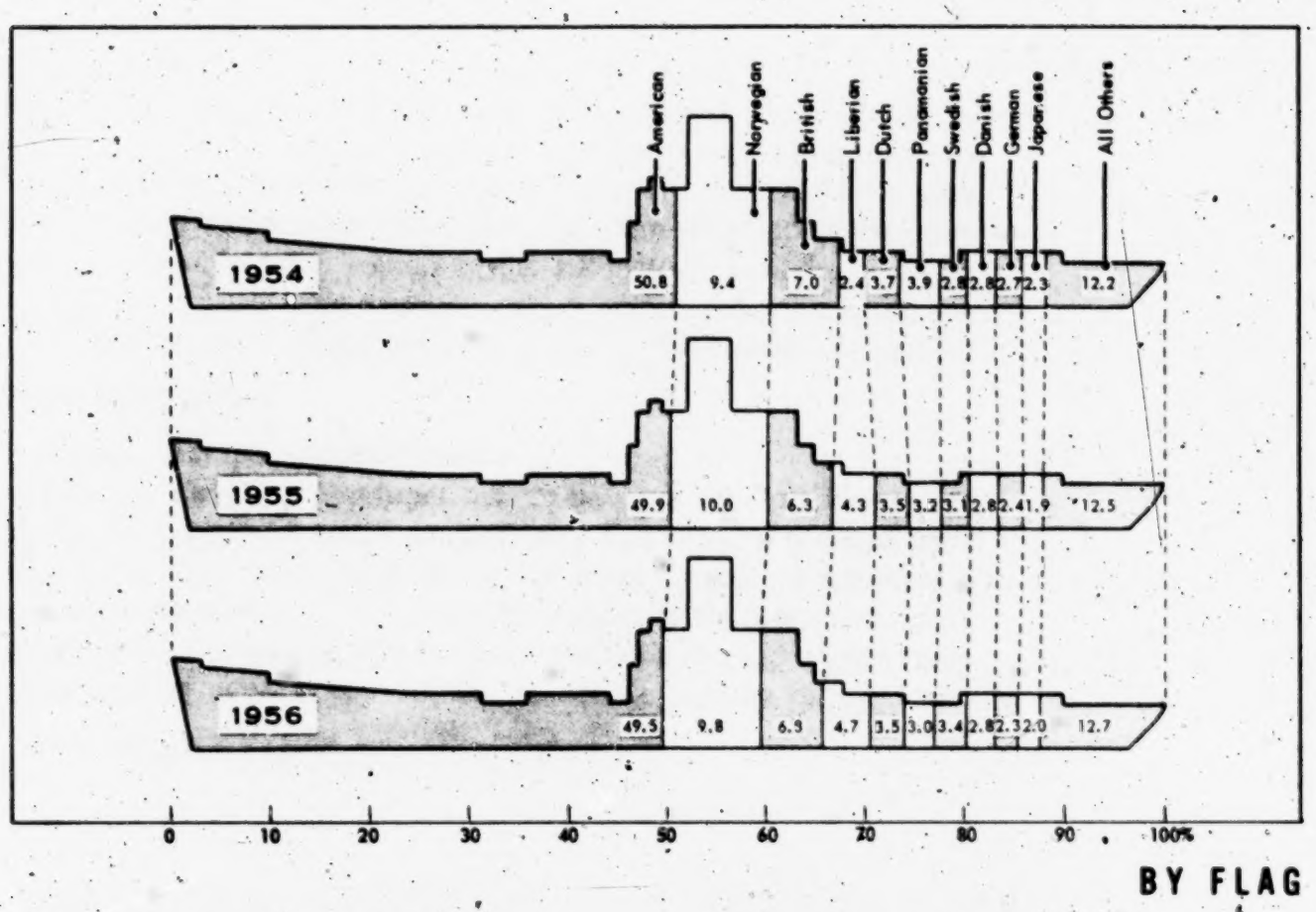
LONG TONS

Copper and Other Ores

The Port of New York's volume of copper imports in 1956 was 281,616 tons, a decline of 10.8 per cent compared to 1955. This decline reflected a lower level of activity in Port District refineries caused by heavy inventories and falling prices. A slight decline in manganese imports was offset by gains in bauxite, lead, and chrome, bringing New York's 1956 tonnage of all other ores to 544,435 tons, an increase of 5.2 per cent over the preceding year.

Competitive Shares

The Port of New York's share of North Atlantic bulk ore imports in 1956 was 3.2 per cent, a decline of 0.8 percentage point compared with 1955. The growing volume of ore handled by the ports south of New York, which have the advantage of lower inland rail freight rates, has been the principal contributing factor in the weakening of New York's competitive position. Unless and until rate equalization is granted, the Port's share in the handling of these ore imports can be expected to decline.



Vessel Activity at New York

One ship arriving and departing every 20 minutes—around the clock every day in the year—was the record average set during 1956 at the New York-New Jersey Port. The Port had a total of 25,433 arrivals and departures in 1956.

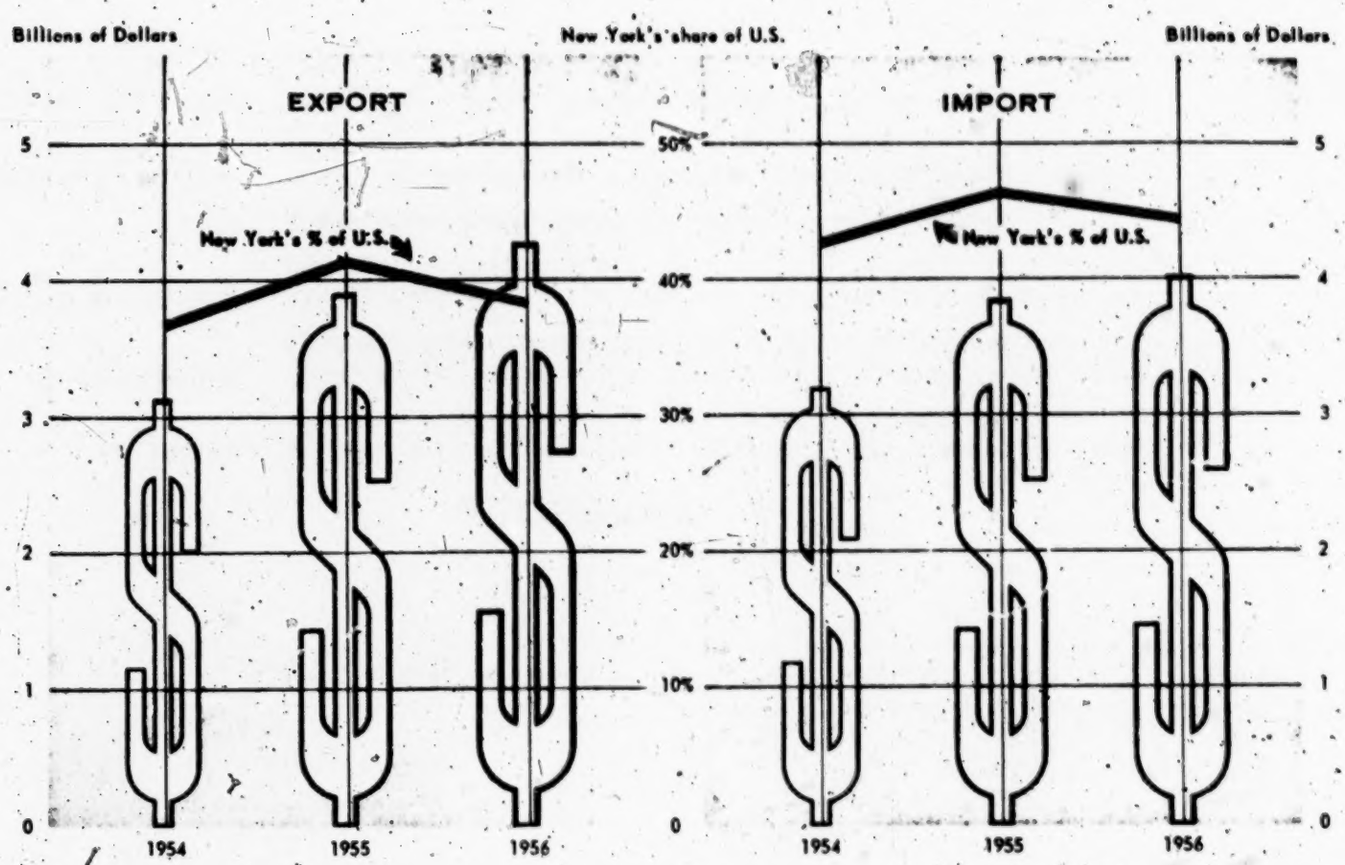
Added significance of the figures is conveyed by the fact that ships calling at the Port of New York accounted for 22.6 per cent of all vessels arriving at or departing from principal United States ports. The next most active port registered only 13.7 per cent of the total calls.

Merchant Fleets

Oceangoing vessels calling at the Port of New York carried flags of 45 nations, thus providing unmatched shipping services to all parts of the world. The United States merchant fleet was most active with a total of 6,291 calls. The merchant fleets of Norway and Britain still held second and third position. The Japanese and Swedish merchant fleets posted the largest gains. About three-fourths of the vessels calling at the Port of New York were carrying dry cargo.

4326

[fol. 4326]



Value

The value of oceanborne foreign cargoes moving into and out of the Port of New York in 1956 was $8,320,200,000, an increase of 7.0 per cent over the previous year. The increase was partially attributable to higher prices.

The New York-New Jersey Port accounted for 41.0 per cent of the 1956 total dollar value of United States oceanborne cargo. This compares with a 43.7 per cent share in 1955. Approximately 90 per cent of New York's dollar value for all cargoes was derived from handling general cargo. This demonstrates the Port's reliance upon high-value commodities such as machinery and vehicles.

Value Per Ton

High-value commodities handled at the Port of New York moved to and from most of the major overseas trading areas. The value per ton of general cargo exported to Australia was about $965; South America, $877; and Europe, $669. Imports showed the same pattern. The value per ton from South America was $753; Africa, $681; and Europe, $644.

[fol. 4327]

4327

TRADE INDICATORS

UNITED STATES OCEANBORNE GENERAL

COASTAL AREA	EXPORTS		
	1954	1955	1956
NORTH ATLANTIC:	7 713 795	10 802 175	10 403 974
(NEW YORK)	(4 933 326)	(6 389 063)	(6 397 040)
SOUTH ATLANTIC:	1 278 280	1 970 146	2 087 732
GULF:	4 965 418	6 032 165	7 855 251
ATLANTIC & GULF COASTS:	13 957 493	18 804 486	20 346 957
WEST COAST:	3 838 317	4 314 030	4 870 932
OTHER:	596 228	679 051	1 769 524
UNITED STATES OCEANBORNE:	18 392 038	23 797 567	26 987 413

SHARES OF ATLANTIC AND GULF COAST

	EXPORTS		
	1954	1955	1956
NORTH ATLANTIC:	55.2	57.4	51.1
(NEW YORK)	(35.3)	(34.0)	(31.4)
SOUTH ATLANTIC:	9.2	18.5	10.3
GULF:	35.6	32.1	38.6
ATLANTIC & GULF COASTS:	100.0	100.0	100.0

GLOSSARY

BULKS Commodities that are normally shipped in large quantities, requiring special handling facilities, such as ores, petroleum, asphalt, etc.

COMMODITIES Goods shipped in oceanborne foreign trade, based on Department of Commerce Reports covering 2,900 export and 5,000 import classifications.

GENERAL CARGO Usually packaged cargo of relatively high value (total oceanborne exports and imports less bulk).

GULF Mobile, New Orleans, Sabine and Galveston Customs Districts.

NORTH ATLANTIC New York, Massachusetts, Philadelphia, Maryland and Virginia Customs Districts.

SOUTH ATLANTIC North Carolina, South Carolina, Georgia and Florida Customs Districts.

TONNAGE Weight is given in long tons (2,240 pounds).

[for 4328]
4328.
3163

CARGO FOREIGN TRADE

IMPORTS						
Percent Change					Percent Change	
56/54	56/55	1954	1955	1956	56/54	56/55
+34.9	− 3.7	10 110 359	10 948 041	11 413 322	+12.9	+ 4.1
(+29.7)	(+ 0.1)	(5 819 682)	(6 371 645)	(6 494 649)	(+11.6)	(+ 1.9)
+63.3	+ 6.0	1 435 934	1 812 126	2 048 418	+42.7	+13.0
+58.2	+30.2	3 570 873	3 365 962	4 322 769	+21.1	+13.8
+45.8	+ 8.2	15 116 866	16 126 129	17 784 509	+17.6	+ 7.3
+26.9	+12.9	3 296 926	3 636 323	3 865 116	+17.2	+ 6.2
+196.8	+160.6	988 031	2 540 350	1 100 754	+11.4	−47.2
+46.7	+13.0	19 401 823	22 302 802	22 750 379	+17.3	+ 2.0

LONG TONS

GENERAL CARGO FOREIGN TRADE

IMPORTS						
Percentage Point Change					Percentage Point Change	
56/54	56/55	1954	1955	1956	56/54	56/55
−4.1	−6.3	66.9	67.9	64.2	−4.7	−3.7
(−3.9)	(−2.6)	(38.5)	(39.5)	(36.5)	(−2.0)	(−3.0)
+1.1	−0.2	9.5	11.2	11.5	+2.0	+0.3
+3.0	+6.5	23.6	20.9	24.3	+0.7	+3.4
—	—	100.0	100.0	100.0	—	—

PER CENT

EXPLANATION OF CARGOES USED IN THIS REPORT

The data in this report present consolidated shipping weight figures which include outbound and inbound shipments in the waterborne foreign commerce of the United States as defined below.

OUTBOUND

The outbound data are based on the following elements:

(1) Vessel exports and re-exports, including trade between Alaska, Hawaii, and Puerto Rico and foreign countries, export shipments to United States Government agencies, and exports under the various foreign aid programs made on commercial vessels only. Excluded from these figures are shipments to the United States Armed Forces abroad for their own use, shipments between continental United States and the territories and possessions, shipments of household and personal effects, shipments of vessels under their own power and afloat, and shipments by mail and parcel post. Effective with January 1954 statistics, these data also exclude all export shipments valued at under $500, regardless of shipping weight.

(2) Vessel export shipments of Department of Defense controlled cargo, representing cargo exported by the Department of Defense under special foreign aid programs, i.e., Civilian Supply, Mutual Security, etc. on United States flag vessels such as Army or Navy transports and commercial vessels chartered by the Department of Defense under time charter, voyage charter and space charter arrangements.

(3) Vessel exports of non-Department of Defense controlled shipments of "Special Category" commodities.

(4) Outbound vessels shipments of merchandise moving in transit under bond through the United States from one foreign country to another.

Export and outbound in-transit shipments by vessel are credited to the Customs district and port at which the merchandise was laden.

INBOUND

The inbound data consist of figures which incorporate the following elements:

(1) Waterborne general imports, which represent the total of imports for immediate consumption plus entries into Customs bonded warehouses. Excluded from these figures are imports of household and personal effects, shipments covered by informal entries, and import shipments by mail and parcel post. Also excluded are import shipments on Army or Navy transports (vessels owned and operated by the Army or Navy). However, any import shipments on vessels chartered by the Department of Defense under time charter arrangements are included (export shipments under such arrangements are excluded from the export vessel shipping statistics). Effective with January 1954 statistics, these data also exclude all import shipments where the shipping weight is less than 2,000 pounds, regardless of value.

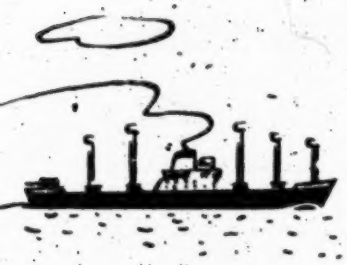
(2) Inbound vessel arrivals of merchandise moving in transit under bond through the United States from one foreign country to another.

Imports by vessel are credited to the Customs district and port at which the merchandise was unladen, even though this may be different from the Customs district in which the goods were entered for immediate consumption or entered into warehouses.

4329

OCEANBORNE FOREIGN TRADE OF UNITED STATES AND NEW

Commodity Group	United States		
	1954	1955	1956
EXPORTS			
General Cargo	18 392 038	23 882 168	26 987 413
Grain	8 319 983	12 923 556	18 594 670
Coal	14 289 936	31 658 948	46 412 677
Minerals (a)	4 323 179	3 989 826	5 395 590
Foreign Aid	3 439 374	2 890 623	2 828 079
Tanker Cargo	8 203 126	9 246 339	12 812 633
Total Exports	56 967 636	84 591 428	113 031 062
IMPORTS			
General Cargo	19 401 823	22 302 802	22 750 379
Minerals (b)	4 393 776	4 529 167	4 769 660
Ores	23 665 156	29 136 156	37 715 971
Tanker Cargo	63 202 015	74 251 338	81 539 737
Total Imports	110 662 770	130 219 463	146 775 747
TOTAL			
General Cargo	37 793 861	46 184 970	49 737 792
Bulks	129 836 545	108 625 921	210 069 017
Total Exports & Imports	167 630 406	214 810 891	259 806 809



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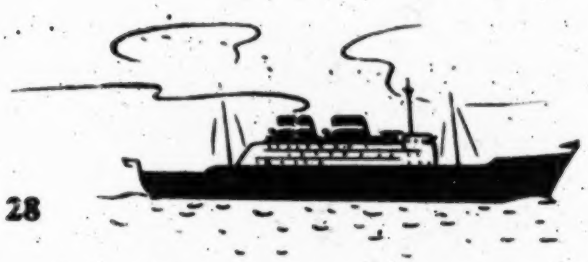
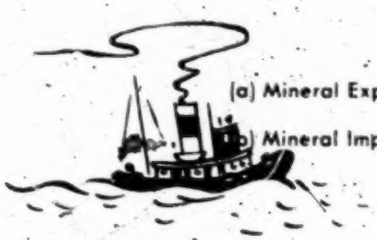


[fol. 4330]

YORK

New York			Percent N.Y./U.S.		
1954	1955	1956	1954	1955	1956
4 933 326	6 389 063	6 397 040	26.8	26.8	23.7
775 490	1 094 458	1 505 225	9.3	8.5	8.1
14 925	28 201	35 531	0.1	0.1	0.1
13 963	8 124	21 736	0.3	0.2	0.4
404 957	320 668	283 215	11.8	11.1	10.0
447 561	527 921	471 811	5.5	5.7	3.7
6 590 222	8 368 435	8 717 366	11.6	9.9	7.7
5 819 682	6 371 645	6 494 649	30.0	28.6	28.5
916 316	1 103 320	1 107 926	20.9	24.4	23.2
827 275	833 591	826 644	3.5	2.9	2.2
17 868 244	18 956 729	19 098 888	28.3	25.5	23.4
25 431 517	27 265 285	27 528 137	23.0	20.9	18.8
10 753 008	12 760 708	12 891 689	28.5	27.6	25.9
21 268 731	22 873 012	23 353 814	16.4	13.6	11.1
32 021 739	35 633 720	36 245 503	19.1	16.6	14.0

LONG TONS



(a) Mineral Exports include sulphur and phosphates.

(b) Mineral Imports include clays and earths, gypsum and nitrates.

3166
[Fol. 4331]

4331

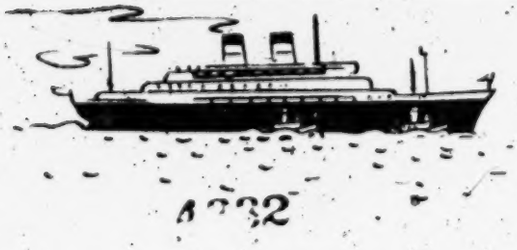
VALUE OF OCEANBORNE FOREIGN TRADE

	Year	Exports	Imports	Exports and Imports
United States	1954	8 505 700	7 523 600	16 029 300
	1955	9 486 100	8 311 200	17 797 300
	1956	11 216 800	9 098 600	20 315 400
% Change	56/54	+31.9	+20.9	+26.7
	56/55	+18.2	+ 9.5	+14.1
New York	1954	3 133 100	3 213 300	6 346 400
	1955	3 912 400	3 861 600	7 774 000
	1956	4 293 300	4 026 900	8 320 200
% Change	56/54	+37.0	+25.3	+31.0
	56/55	+ 9.7	+ 4.3	+ 7.0
% N.Y./U.S.	1954	36.8	42.7	39.6
	1955	41.2	46.5	43.7
	1956	38.3	44.3	41.0
% Point Change	56/54	+ 1.5	+ 1.6	+ 1.4
	56/55	- 2.9	- 2.2	- 2.7

THOUSANDS OF DOLLARS

NEW YORK VESSEL PASSENGERS

	1953	1954	1955	1956
Arrivals	457 680	487 603	485 845	534 795
Departures	420 653	440 796	437 539	452 228
Total	878 333	928 399	923 384	987 023



[fol. 4332]
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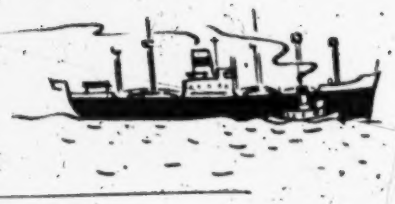


NEW YORK'S VESSEL TRADE BY FLAG

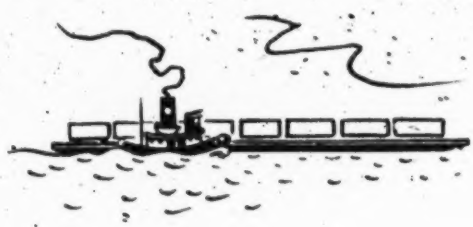
RANK	1956			1955			1954		
	FLAG	NUMBER	%	FLAG	NUMBER	%	FLAG	NUMBER	%
1	American	6,291	49.5	American	6,303	49.9	American	6,056	50.8
2	Norwegian	1,242	9.8	Norwegian	1,268	10.0	Norwegian	1,122	9.4
3	British	805	6.3	British	793	6.3	British	830	7.0
4	Liberian	593	4.7	Liberian	540	4.3	Panamanian	467	3.9
5	Dutch	447	3.5	Dutch	447	3.5	Dutch	445	3.7
6	Swedish	432	3.4	Panamanian	397	3.2	Swedish	334	2.8
7	Panamanian	384	3.0	Swedish	394	3.1	Danish	331	2.8
8	Danish	352	2.8	Danish	359	2.8	German	319	2.7
9	German	291	2.3	German	300	2.4	Liberian	291	2.4
10	Japanese	260	2.0	Japanese	244	1.9	Japanese	269	2.3
	Other	1,609	12.7		1,580	12.5		1,464	12.2
	All Arrivals	12,706	100.0		12,625	100.0		11,928	100.0
	Arrivals & Departures	25,433	—		25,230	—		23,857	--

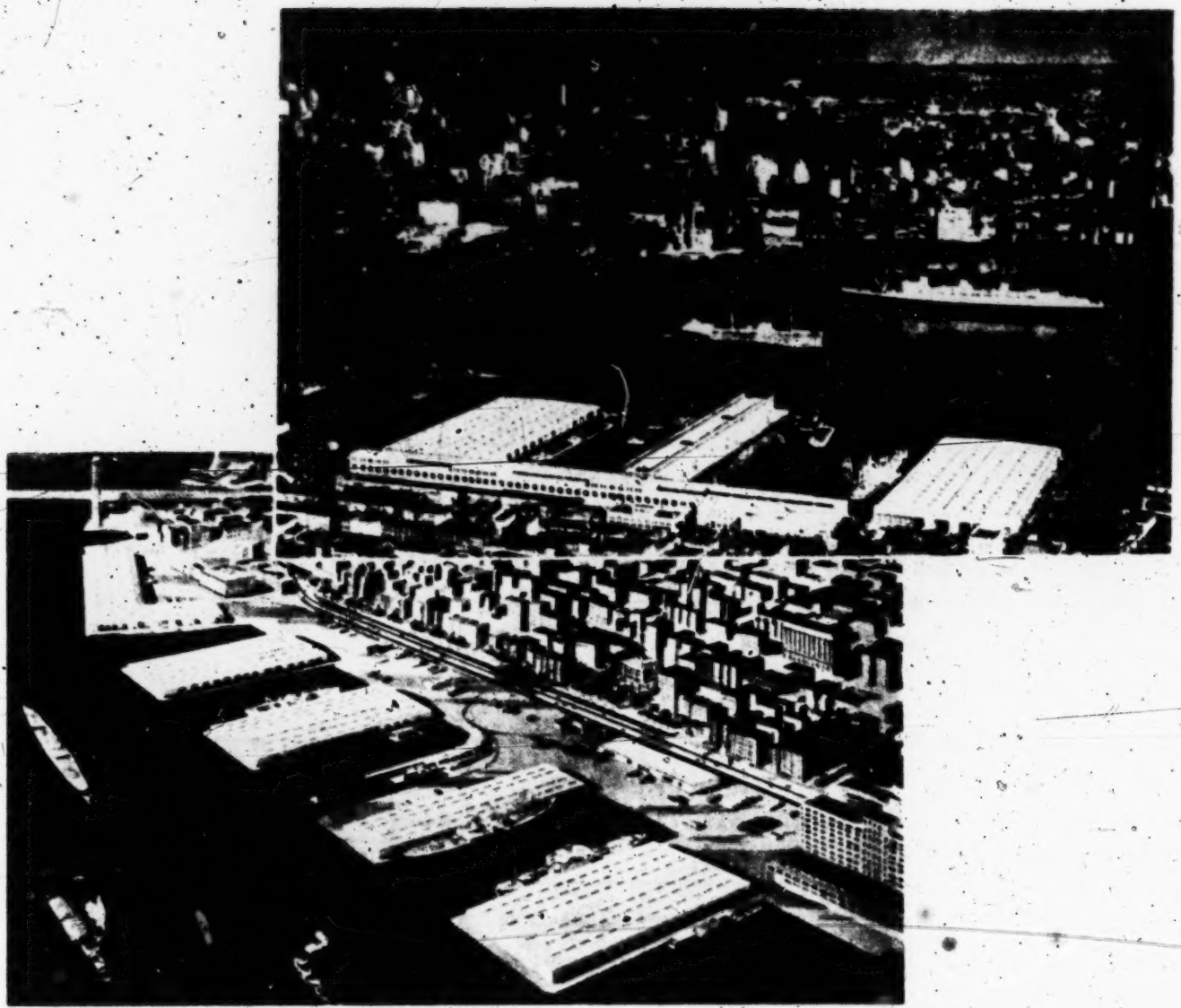
GENERAL CARGO EXPORT RAILROAD CARS UNLOADED

	1953	1954	1955	1956
New York	196 441	170 858	176 272	185 473
United States	603 886	574 977	639 805	709 068
% N.Y./U.S.	32.5	29.7	27.6	26.2

3168 [fol. 4333]

4333





Top—Completed four years ahead of schedule, the Port Authority's $18,000,000 Hoboken-Port Authority Pier program provided two new efficient piers of the most modern design.

Bottom—This rendering shows the Brooklyn-Port Authority Piers as they will appear on completion of the Authority's $85,000,000 improvement program.

PORT AUTHORITY FACILITIES

TUNNELS & BRIDGES	MARINE & INLAND TERMINALS	AIRPORTS
Holland Tunnel	Port Newark	N. Y. International Airport
Lincoln Tunnel	Hoboken-Port Authority Piers	La Guardia Airport
George Washington Bridge	Port Authority Grain Terminal	Newark Airport
Bayonne Bridge	Brooklyn-Port Authority Piers	Teterboro Airport
Goethals Bridge	Union Railroad Freight Terminal	Port Authority—
Outerbridge Crossing	N. Y. Union Motor Truck Terminal	West 30th Street Heliport
	Newark Union Motor Truck Terminal	
	Port Authority Bus Terminal	

4334

[fol. 4334]

3169

THE PORT OF NEW YORK AUTHORITY is a self-supporting corporate agency of the States of New Jersey and New York. Operating without burden to the general taxpayer, the Port Authority was created in 1921 by treaty between the two States to deal with the planning and development of terminal and transportation facilities, and to improve and protect the commerce of the Port District.

Port Authority Commissioners, six from each State, are appointed by the Governors of New Jersey and New York. They serve without pay for terms of six years.

Charged by statute with the protection of port commerce, the Port Authority appears before such regulatory bodies as the Interstate Commerce Commission, the Civil Aeronautics Board and the Federal Maritime Board in the interest of the unified Port District. It maintains Trade Development Offices in New York, Washington, D. C., Chicago and Cleveland in the United States and in Rio de Janeiro, Brazil, in the interest of promoting the movement of commerce through the Port of New York.

COMMISSIONERS

NEW JERSEY	NEW YORK
DONALD V. LOWE, *Chairman*	HOWARD S. CULLMAN, *Honorary Chairman*
HORACE K. CORBIN	EUGENE F. MORAN, *Vice Chairman*
JESS HARRISON DAVIS	S. SLOAN COLT
DOW H. DRUKKER, JR.	CHARLES S. HAMILTON, JR.
JAMES C. KELLOGG, III	CHAS. H. SELLS
THORN LORD	N. BAXTER JACKSON

AUSTIN J. TOBIN
Executive Director

Roger H. Gilman
Director of Port Development

Clifford B. O'Hara
Chief, Port Commerce Division

Jerome Gilbert
Trade Economist

Donal Smith
Stanton Fields
Edward J. Stout
Alan Lauber
B. E. Leighton

ACKNOWLEGEMENTS

Oceanborne information included in this report was obtained from basic data furnished by the Department of Commerce, Bureau of the Census. We also appreciate the cooperation and assistance of the Treasury Department, Bureau of Customs; the Maritime Association of the Port of New York; and the Association of American Railroads.

3170
[fol. 4335]

THE PORT OF NEW YORK AUTHORITY
111 Eighth Avenue at 15 Street, New York 11, N. Y.

4335

4/336

[fol. 4336]

[fol. 4337]

I.C.C. Exhibit No. 103

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

This statement is verified. Unless written request for cross examination is received by affiant or his attorney (M. T. Bohannon, Bank of Commerce Bldg., Norfolk 10, Va.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Verified Statement of M. M. MORA
General Manager
Norfolk Port Authority
Board of Trade Building
Norfolk 10, Virginia

[fol. 4338]

Before the
Interstate Commerce Commission

Investigation and Suspension Docket No. 6615
Equalization of Rates at North Atlantic Ports

Testimony of M. M. Mora,
offered with full knowledge, approval and pursuant to a directive by the Board of Commissioners of the Norfolk Port Authority

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My name is M. M. Mora. I am General Manager of the Norfolk Port Authority. I have held this position for three

years. My experience in international trade and finance goes back 38 years, during which I have been successively American buyer for the Union of Polish power plants; New York associate of A. H. Martens & Company of Toronto, Canadian underwriters and member of the Toronto Stock Exchange; manager of the Commercial Department of the Consulate General of Poland in New York; Vice-President of the Foreign Trade Securities Company, Ltd., international underwriters and exporters in New York; World Trade Development Director of International House in New Orleans; Vice-President of the Colonial Trust Company of New York; Vice-President of the Foreign Trade Assistance Corporation of America in New York and now General Manager of the Norfolk Port Authority, Norfolk, Virginia.

I am not a rate specialist, however, I have a layman's working knowledge of the rate structure.

My understanding of this case is that several of the railroads are interested in reducing existing freight rates on import and export cargo at North Atlantic ports, New York and north, to the Baltimore-Hampton Roads basis.

[fol. 4339]. I think it is highly significant that the Eastern Traffic Executive Committee, after careful consideration, decided by a majority vote *not* to approve equalization of rates.

A number of railroads served notice to the Eastern Traffic Executive Committee of their intention to proceed with equalization of rates, and published tariffs to that effect that would have become effective on July 10, 1956. A concurrent reduction in rates was made by the railroads serving Philadelphia, Baltimore, Newport News and Norfolk to maintain the established differentials.

The Commission suspended all of the affected tariffs in I & S Docket 6615.

The subject of differentials to distribute traffic has been a matter of controversy between the railroads for many

years. After a period of rate wars, an agreement, dated April 5, 1877, was reached. The agreement provided that export rates to Boston should be no higher than those to New York; that rates to Philadelphia should be two cents, and to Baltimore three cents per one hundred pounds lower than to New York upon all classes and commodities. This agreement was in writing and was signed by the New York Central, the Erie, the Pennsylvania, and the Baltimore and Ohio. The agreement of 1877 had been intended to equalize the rates through the different ports, the lower inland rates being supposed to compensate for the higher ocean rate.

The agreement provided that any one of the parties might withdraw by giving three months' notice, and in 1880, only three years after it was signed, this notice was given by the New York Central. The New York lines withdrew from this agreement, giving as a reason that "while ocean rates had been distinctly higher from Balti- [fol. 4340] more and Philadelphia in 1877, they had become in 1880 practically the same". (*In the Matter of Differential Freight Rates to and from North Atlantic Ports*, 11 I.C.C. 13 p. 18). *Their argument in 1957 sounds a familiar old tune.*

In 1882 the differential controversy was referred to the arbitration of an Advisory Commission selected by the railroads. This Commission, after hearing statements and arguments at the various ports and at inland points, made its report on July 20, 1882. The report stated that some differentials must be accorded Baltimore and Philadelphia and that the proper measure of that differential was *the actual result of competition.* Since competition, operating through the years, had brought about the differentials then in force, the Advisory Commission recommended that they should be observed for the present. The Commission's report showed that ocean rates were not the only factor to be considered because the objective to be achieved was not merely rate parity, but fair equalization of the overall advantages of transportation through one port as against another.

The first paragraph of the conclusions of the Commission's report states:

> "It only remains for us to state that no evidence has been offered before us that the existing differentials are unjust, or that they operate to the prejudice of either of the Atlantic seaport cities. *Differential rates have come into existence under the operation of competitive forces;* they bear some relation to relative distance and relative cost of service; they recognize as we think the relative advantages of the several seaports; and they are subordinate to the great principle which compels the carriers of property competing between the same points and offering equal facilities to their customers, to make the same rates. *We therefore cannot advise their being disturbed*". (Italics supplied.)

I have analyzed very carefully the foreign traffic of the Ports of New York and Norfolk and, with few exceptions, [fol. 4341] find that the relative proportion of import and export traffic handled by New York and Norfolk over the past 20 years has not materially changed. Of course, the volume of traffic has increased greatly, due to the growth of our economy, the United States' prominence on the international commerce scene and many other factors. All ports in the United States have benefited from the increased volume of international trade. A tabulation of the major imports and exports handled at the ports of New York and Norfolk, for the calendar years 1935 and 1955, is shown in Exhibit NPA 1. A careful analysis of these figures reveals that in the field of general cargo the Port of New York has had an increase of 30.26% during this time in general cargo imports and exports, while Norfolk has had an increase of only 4.58%.

Following is a summary of the total import and export general cargo in short tons handled at New York and Norfolk during the years 1935 and 1955:

	New York		Norfolk	
	1935	1955	1935	1955
Imports	7,039,926	7,231,663	498,420	421,865
Exports	4,205,277	7,416,569	374,363	490,878
Total	11,245,203	14,648,232	872,783	912,743

During the twenty-year interval, there has been a change in the relative position of the ports in respect to many of the individual commodities.

For instance, in our area lumber in the past has been an important export commodity, but in recent years exports have dropped 90%, due to depletion of forests, among other things. On the import side, there has been a growth in imports of both raw long staple cotton and wool. This is by reason of the migration of cotton and woolen industries into the area adjacent to the Port of Norfolk. [fol. 4342]

For a number of years the industrial complex of the United States has been growing very rapidly. Some sections of the country, percentagewise, have been growing much faster than others. Exhibit NPA 2 has been prepared to show the changes in location of manufacturing since 1919. Analyzing the exhibit you can readily see what is taking place. The industrially under-developed areas of the United States are just beginning to acquire some industries and the percentage gains look rather impressive. However, in actual volume, the bulk of U. S. industry is still located in an area in which the Port of New York is fully competitive or in which, for reasons discussed later, New York dominates the import and export cargo traffic movement.

Here's a recapitulation of the industrial growth and concentration in several regions of the United States:

	Growth from 1919 to 1954	Concentration in 1954
New England States	180.3%	7.7%
Middle Atlantic States	260.0%	25.9%
East North Central States	412.3%	31.2%
West North Central States	401.9%	6.0%
South Atlantic States	470.5%	9.0%
East South Central States	606.9%	4.0%
West South Central States	687.6%	4.9%
United States	370.6%	—

Import and export traffic does not always follow the routes offering the greatest savings in transportation costs. If it did, Norfolk would handle a great deal more general cargo than it does at the present time. For instance, there is a large steady movement of manufactured tobacco from Richmond and several cities in the Carolinas. Approximately two-thirds of this cargo is exported through the [fol. 4343] Port of New York. (See Exhibit NPA 3.) There are many other instances of regular or periodic movements of cargo through the Port of New York originating in or destined to areas local to other ports, but for reasons other than transportation rates the outports cannot successfully compete with New York. (For several examples see Exhibit NPA 4.)

In 1950, a Norfolk Port Authority staff survey was made of the flow of manufactured exports from the area in which Norfolk has a rail rate advantage. It revealed that, based on the value of merchandise, the following ports were used:

Port	
New York	67.4%
Philadelphia	.3%
Baltimore	10.1%
Norfolk	2.6%
Newport News	2.4%
New Orleans	9.3%
Others	7.7%
Not Specified	.2%
Total	100.0%

The report states, "The most impressive fact developed by this survey is that only 2.6% of the total value of manufactured exports originating in this port's (Norfolk) favorable rail rate territory cleared through the port of Norfolk. Only 2.4% cleared through the Port of Newport News. The Port of New York cleared 67.4% despite the fact that the export rail rates without exception are higher".

In one section of the questionnaire, the manufacturer was asked to indicate, in order of importance, what factors were considered in selecting a port of export. Seven factors were listed with a line for special comments.

This was the result:

[fol. 4344]

	Importance				
	1st	2nd	3rd	4th	5th
Inland Freight Service	15	30	20	13	3
Inland Freight Charges	33	23	11	10	2
Steamship Schedules	40	23	30	6	2
Steamship Rates	2	9	4	11	5
Forwarders Services	37	27	21	15	8
Terminal Charges	3	4	12	5	9
Banking Facilities	11	20	11	8	7
Other Reasons	70	1	3	–	–
Not specified	11	–	–	–	–

The largest single category is the "other reasons" section. A majority of these 70 companies answered in one of the three following ways:

(1) Customer specified port.

(2) An agency, usually in New York, handled all details of exporting.

(3) Their company maintained a New York export office to handle details.

In this survey and through intensive personal solicitation of industries located in the midwestern part (differential territory) of the United States, we have found that a large

portion of the export business has been removed from competition by considerations other than rates and this business is available only to the Port of New York.

I should like to review several of these influences.

1. Steamship Service

The Port of New York has a greater number of arrivals and sailings of ships than any other port in the United States. During 1956, New York had a total of 12,706 arrivals and 12,727 sailings, while Hampton Roads (both Norfolk and Newport News) had 8,493 arrivals and 8,573 sailings. A comparison of total arrivals and sailings only is very misleading. A comparison of arrivals and sailings [fol. 4345] of vessels handling general cargo is likewise misleading. The quality, or scheduling, of the ships' calls at United States ports is very important. The Port of New York provides by far more advertised sailings (see Exhibit NPA 5), a greater variety of steamship service, and an overwhelming majority of the ships are scheduled from New York as their last U. S. port of call.

In addition, practically all of the combination passenger-freight ships in the European, Mediterranean and South American trade call *only* at New York and not at other North Atlantic ports. In the few exceptions, the last port of call is always New York. This provides New York with a high degree of fast express service available at no other port on the Atlantic Coast.

I have analyzed the steamship services available from the various ports that were advertised in the September 12, 1957 issue of the NEW YORK JOURNAL OF COMMERCE, a daily paper largely devoted to shipping. (Complete details of the analysis may be found in Exhibit NPA 6.) A recapitulation of the overall service follows:

TOTAL NUMBER OF ADVERTISED SAILINGS 474

Quantity of service represented by the number of ships calling at:

	No. Calls	
Boston	70	14%
New York	442	93%
Philadelphia	248	52%
Baltimore	274	57%
Hampton Roads	206	43%
Others	65	13%

[fol. 4346] Quality of service represented by the number of ships making last U. S. port of call at:

	No. Ships	
Boston	12	3%
New York	360	76%
Philadelphia	9	2%
Baltimore	14	3%
Hampton Roads	25	5%
Others	54	11%

From this summary, it is readily apparent that New York, having 93% of the total steamship service available at the North Atlantic ports and 76% of the direct service, has a great advantage in this respect over any other port in the North Atlantic range. This type of service in itself oftentimes more than offsets the difference in the inland rate. (See Exhibit NPA 7.)

2. Banks and Trust Companies

New York is the financial center of the United States and, as such, handles the financing of a major share of the foreign commerce of the United States. The New York banks also act as correspondents for many banks outside the New York area. The banks at New York provide a great variety of services for those in international trade. They finance imports and exports, collect and loan against dollar drafts drawn on foreign buyers, make remittances to foreign countries in either dollars or foreign exchange, issue traveler's letters of credit and traveler's checks, and furnish their customers with credit information, et cetera.

New York banks, because of their tremendous resources, [fol. 4347] are peculiarly fitted to finance international

trade on a scale unmatched by any other area in the United States. Reports of the New York Clearing House (Exhibit NPA 8) show that in June 1957, the National and State Banks and Trust Companies in the City of New York had resources totaling $23,993,545,200.00. The capital, surplus and undivided profits of these same institutions, amounted to $3,067,774,300.00.

Norfolk and Portsmouth banks had joint resources totaling $344,962,363.00 and capital, surplus and undivided profits amounting to $25,774,414.00 as of June 6, 1957.

Exhibit NPA 8 also lists the banks located in New York and Norfolk with foreign trade departments.

There are many ways in which banks influence the flow of foreign trade cargo. Let us look at some of them from both the export and import angles.

Export: This type of cargo is generally paid for either by a letter of credit, or by payment of a draft attached to the shipping documents, or by settlement of open account shipments.

There are, of course, many cases where the products are sold on negotiated credit terms.

In case of a letter of credit, a foreign bank opens either an irrevocable or confirmed credit in favor of the seller through its correspondent bank in the United States.

The correspondent relationship can be two-fold. In one case, the banks merely exchange signatures; in another [fol. 4348] they, in addition, mutually establish credit lines. The latter is typical in relations between large international banks.

In case of an irrevocable letter of credit, a foreign bank desiring to arrange for payment in the United States by its correspondent remits the money to the American bank when due, but the American bank assumes no liability for payment, acting merely as an agent for the foreign bank.

In case of a confirmed letter of credit, the American bank guarantees payment to the shipper.

In this type of a transaction (and most of the L/C business is done that way), the domestic bank pays against the credit line granted its foreign correspondent and accounts between the banks are adjusted later, according to agreements between them.

It is needless to point out that the great volume of imports from the United States is done by large firms abroad, who, in turn, do their financial business through the largest banks.

Such banks, in turn channel their business to the largest American banks, who are in a position to reciprocate in volume.

Thus, the overwhelming majority of letter of credit business comes to the largest banks, who are also able, by reason of their large capital and surplus, to extend large credit lines to either a customer or a correspondent.

[fol. 4349] New York, the financial center of the United States, with bank deposits of about $24,000,000,000 and capital funds of over $3,000,000,000, as stated above, dominates the entire Atlantic Coast, and the big foreign departments of the huge New York banks are able to attract and channel export financing and the designation of the port of shipment by the simple expedient of having the words "F.O.B. New York" appear on the L/C. Needless to say, the foreign banks are more than inclined to so word their L/C instructions, the result being that large volumes of merchandise, which could be shipped more economically through the outports on a strict inland rate basis, go to New York instead.

Add to it the availability of extensive credit information, which these large banks have on hand or can procure through their major correspondents, about the reliability and financial ability of the foreign buyer, whose commitments are even sometimes guaranteed by such foreign banks, the broad discount facilities, practically unlimited as to amounts, and a picture of the great influence of New York banks on port selection emerges in sharp relief.

Import: In a number of ways, the influence of financing on imports is even more pronounced than on exports.

In case of bulk shipments, most of which come in ship-loads (oil, molasses—in full tanker-loads, phosphates, nitrates, ore concentrates, sugar, et cetera, in full dry-cargo lots) the amount of money represented by such cargoes easily mounts into seven figures.

[fol. 4350] The ability of banks with large capital structures to open one or more letters of credit for the buyer and still stay within the legal limitations of the ratio of capital funds to the line of credit extended to any one account strongly favors New York. Since, in such a case the bank, in addition to the general obligation of the client, is also specifically secured by the cargo in question, it is obvious that a New York bank will influence the ship to New York whenever practicable.

Somewhat similar reasons will influence general cargo to New York, particularly since, in case of need to seize the cargo, should the importer fail to pay the bank, such cargo could be usually disposed of easier in the huge New York market than in any other city on the Atlantic Coast.

Let us add to the foregoing analysis of exports and imports the fact that the largest import and export firms, foreign freight forwarders and custom house brokers are concentrated in New York and their operating profits are largest when they can handle all the business at their doorstep, without need to employ the services of their counterparts in the outports.

Such firms maintain large deposits in the New York banks and give them active and profitable business in the form of fees for L/C's, collections of drafts, foreign exchange transactions, et cetera.

Again here is a potent reason for the banks to influence the cargo to their good customers rather than to total [fol. 4351] strangers in the outports.

Even a starry-eyed optimist could not hope that Norfolk could ever grow to the point of offering New York even token financial competition.

3. Foreign Freight Forwarders and Custom House Brokers

Foreign freight forwarders and custom house brokers perform important functions for shippers and receivers of foreign commerce. Many firms do not maintain an export or import office, relying on forwarders or brokers to provide all the necessary services. Firms located in differential territory maintaining foreign departments, in most instances either have the main office located in New York or have a branch office located there to be in touch with banking, transportation and other groups connected with the movement of merchandise overseas.

New York is the center of the nation's freight forwarding and custom house brokerage industry. (See Exhibit NPA 9.) The New York forwarders have an inherent advantage because they are located in proximity to the financial institutions. It is equally advantageous for shippers of foreign merchandise to use the New York forwarders because they are advantageously located.

New York and Norfolk forwarders perform essentially the same service for their customers; however, the New York forwarders are able personally to expedite the clearance of drafts through the bank. This is an important advantage. If the documents presented to the bank are [fol. 4352] about to go "stale" and not be cleared in time to comply with the letter of credit specification or the shipper's instructions, the New York forwarder, because he is located in New York near the banks and probably personally knows the bank officials, can expedite the clearance. This is of such a great value that the New York forwarders have an advantage over Norfolk forwarders even on business shipped through Norfolk. No statistics are available, but in my conversations with local foreign freight forwarders and examinations of documents filed at the Custom House, it is apparent that the New York forwarders are handling a major portion of the exports moving through the Port of Norfolk.

4. Importers and Exporters

The City of New York and its metropolitan area have the largest population concentration in the United States. In

addition, the level of income is much higher than the United States average. This gives the Port of New York a tremendous "captive market", especially for imported merchandise. The large and important industrial complex in and around New York requires huge quantities of imported raw materials for use in production and in addition furnishes a source of merchandise for export.

It is for this reason that New York is the headquarters for a majority of the importers and exporters doing business in the United States. Of course, the Port of New York is entitled to handle all the imports and exports destined to or originating in its own port area. However, the advan- [fol. 4353] tages gained by the importer-exporter by having a large important captive market and production complex, extend far beyond the New York area. For instance, the coffee importers in New York import more than half of the coffee imported into the United States during an average year. This amounts to about 650,000 tons a year. In an average year, Norfolk handles from 5,000 to 8,000 tons. Yet in the area where Norfolk has a rail rate advantage over New York, a total of over 240,000 tons of coffee is consumed annually. The rail rate advantage is only theoretical in this case; the controlling factor in the distribution of coffee as in many other commodities, is not a rail rate but other economic or financial considerations.

5. Resident Buyers

Most department stores and many types of chain and individual stores use the services of resident buying firms, large and expert specialists in buying all types of merchandise, both domestic and foreign. These firms, although concentrated in New York, serve practically all of the United States east of the Rockies. The normal procedure is for the buyer of the local store to visit the resident buyer's establishment in New York, twice or even several times a year, to inspect samples and place orders. The buyers of the local stores have thus greater selection opportunities because of the wide variety of samples under one roof, as well as the benefit of advanced style guidance and advice. The local buyer is also powerfully influenced in his choice

[fol. 4354] of New York as the Mecca of his periodic pilgrimages by the near monopoly enjoyed by New York in the field of every form of art and entertainment, with which no city on the Atlantic Coast can compete.

Practically all of the foreign merchandise purchased by the resident buyers for their customers' accounts is entered at the Port of New York in order that it may be inspected on arrival, claims and adjustments made if necessary, and large orders broken up into shipments to individual stores.

This foreign business has for all practical purposes been placed beyond the reach of the outports and permanently riveted to the Port of New York.

6. Factors and Finance Companies

This very important segment of the financial business is of particular significance to exporters and, to a lesser degree, importers.

Due to the various economic forces, currently exerting strong pressures on many world currencies (the constant favorable U. S. trade balance and over-extension of industrialization in a number of under-developed countries being two of them), the exporter deals constantly with two problems:

First—to sell his product in keen competition with others and

Second—to collect his money in dollar currency.

By reason of the above mentioned pressures, many coun-[fol. 4355] tries have imposed strict import license systems and are rationing dollar exchange. This has resulted in most cases in a conversion problem. Drafts attached to shipping documents are mostly paid in accordance with their terms rather promptly, but in local currencies. The exporter than has to wait for the conversion process to go through the various stages of its operation (which vary by countries) and sometimes it takes a year to complete a dollar payment.

Obviously, neither an export manager of a manufacturing company nor, to an even greater degree, an exporter wants to or can tie up working capital in such a manner.

True, they can borrow most of the money by discounting the paper in their banks, but this procedure is only possible "with recourse against the drawee" and the amounts involved are debited against the credit line of the American party to the transaction, thus effectively reducing the sum of his working capital resources.

International factors and finance companies step into the breach and purchase such paper, in whole or in part, without recourse. They, of course, charge handsomely for assuming the financial risks, but such charges are included in the price of the products and are thus paid by the buyer. One need not dwell on the importance of this accommodation to the exporter. Of course, the merchandise itself passes into the control of the factor.

New York is the only city on the Atlantic Seaboard in which the concentration of such factoring firms offers [fol. 4356] broad financing of this nature.

Boston also offers such services, but to a much lesser degree. Incidentally, both of these cities enjoy a parity of rates—the subject of I & S Docket 6615.

The above financial imbalance has existed since the abandonment of the gold standard by the Bank of England in 1934 and by practically all other nations shortly thereafter. It has been sharply accentuated in the post-World War II years and is likely to continue for many years to come, thus perpetuating this particular advantage of New York far into the indefinite future.

On the import side, these same factoring and finance companies make available to the American importer, and often to the foreign shipper, a factoring service without recourse on the seller (except as to merchandise claims if arbitration shows the shipper to be at fault).

This type of service comprises payment of the merchandise invoice and ocean bill of lading, subject only to the discount, which represents the factor's gross profit, and

consignment of the merchandise to the factor, who inspects the merchandise on arrival and redistributes it to the ultimate American buyers in town or at inland points and collects payment.

Again this influences such shipments to New York and creates an important volume of captive cargo, not available to the ports where such financing is not available, even if, from the inland rail rate point of view, the shipment [fol. 4357] would result in some economies through the use of an outport.

This concentration of factors in New York is largely due to the fact that the immense resources of the New York banks are available to the factor, who borrows from such banks against established general lines of credit granted him by the banks, his capital being the margin of security for the banks, and re-uses such money in his financing operations.

All of the above gives New York an overwhelming advantage; it has effectively removed from competition a large but undeterminable proportion of the desirable high-paying general cargo.

ANALYSIS OF BULK CARGO

In the matter of bulk cargoes, both New York and Norfolk have had large gains. From 1935 to 1955 New York increased its handling of bulk items about four times. Norfolk, at the same time, increased its handling of these items 31 times.

Although Norfolk's increase over 1935's total handling of bulk commodities is several times larger than New York's, the actual tonnage increase is in New York's favor. New York increased its handling of bulk cargo 18,038,207 tons while Norfolk was increasing 17,842,282 tons. (See Exhibit NPA 10.)

Norfolk's increase was in five major commodities: (1) imports of nonmetallic minerals—residual fuel oil and gypsum; (2) imports of nitrogenous fertilizer materials; (3) imports of ore; (4) exports of bituminous coal; and (5) exports of grain and soybeans.

Imports of residual fuel oil are for local consumption by industries located in the immediate vicinity of the port and also for ship bunkers.

[fol. 4358] Imported gypsum is for the account of a local industry that manufactures building materials such as wall board. This industry distributes in Virginia, southern Maryland and in the Carolinas.

Imports of nitrogenous fertilizer materials are for a number of fertilizer plants that serve local agricultural territories.

Imports of ore (chrome) have increased slightly. This was destined for stockpiling and for use in adjacent states.

Exports of coal have increased tremendously during the past few years. This is an industry that has experienced wide fluctuations in the foreign market. In good coal years, Norfolk's export percentage of total U. S. exports rises drastically. In poor coal export years, the percentage declines just as drastically. (See Exhibit NPA 11.) The mines producing bituminous coal are located mainly in the western part of Virginia and in West Virginia. Many of them are owned or controlled by the railroads that have provided extensive port facilities and have made large investments in special equipment to haul the coal. The location of the mines close to the port makes this a local commodity and not subject to any degree of competition.

Exports of grain and soybeans have increased greatly since 1952, when an elevator which belongs to the Norfolk and Western Railway was leased to Continental Grain Company and its capacity greatly enlarged in 1954. During this year, 1957, Cargill, Incorporated opened a new grain elevator at the port. In the case of Continental, the availability of a modern facility which could be leased and operated by themselves was the factor which increased the grain movement through the port. Cargill, Incorporated, for several years, has been building a chain of elevators at various coastal ports and inland points. The elevator [fol. 4359] was built at Norfolk to handle southern grain and such other grain as could be shipped advantageously

through Norfolk. It is interesting and significant that the same rate differential on grain from differential territory prevailed many years while Norfolk handled little or no grain. Then, with the same differential in effect, Norfolk's position in this respect was significantly improved, obviously due to construction and good operation of proper facilities.

OTHER INFLUENCES

Reverting to the Port of New York, there are other elements that tend to give it a great advantage over the outports.

All of the great passenger liners such as the United States, America, Independence, Constitution, Queens Elizabeth and Mary, Nieuw Amsterdam and many others use the Port of New York exclusively in the United States. (See Exhibit NPA 12.) Passenger traffic in and out of New York has been increasing as indicated by the following table:

	New York Vessel Passengers		
	Arrivals	Departures	Total
1953	457,680	420,653	873,333
1954	487,603	440,796	928,399
1955	485,845	437,539	923,384
1956	534,795	452,228	987,023

New York is also the center of a vast network of overseas air routes. More than a million overseas passengers arrive and depart from New York each year. The vast amount of foreign travel to and from New York, via ship and plane, has tended to create the impression, especially in the minds of many foreigners, that New York IS the only Atlantic doorway to the United States. Many of them never get beyond the immediate vicinity of the port area and know little or nothing about the other parts of the United States, including other ports.

[fol. 4360] Another advantage that New York has over Norfolk is the tremendous wealth and credit of the Port of

New York Authority. The Port of New York Authority has a $250,000,000.00 construction program underway in Port Newark and Brooklyn, which will provide the Port of New York with a number of modern, efficient facilities. These facilities will be leased to steamship operators for substantial annual rentals. Many of these same steamship companies have economically squeezed the terminal operators at Norfolk by not paying rent, dockage or any other form of remuneration for the use of the piers that would enable the terminals to earn a return on the investment in their facilities. As a result of this squeeze-play, the Port of Norfolk has had in effect to depend upon subsidies from the railroads, mainly the Norfolk and Western, to provide terminals for the entire port. The inability of the local and other outport terminal operators to charge and collect adequate revenues for the use of their facilities has resulted, upon request, in the Federal Maritime Board instituting proceedings under Docket 816. (*Investigation of General Practices, Charges, Services, Definitions, and Agreements of Terminal Operators at Atlantic and Gulf Ports.*) It is hoped that the results of this case will be an agreement, approved by the Federal Maritime Board under Section 15 of the Shipping Act of 1916, to establish a scale or level of rates that would enable the terminal operators at Norfolk to realize at least a moderate return on the investment in general cargo port facilities.

The desired results of Docket 816, however, will not, even if translated into realities, begin to approach the tremendous advantage that the Port of New York Authority provides for the Port of New York.

The relative importance of the 3¢ rail rate differential [fol. 4361] in favor of Norfolk has been diminished by inflation and several rail rate increases. This one small advantage that the Port of Norfolk now has is lessening in economic importance while the great number of advantages that New York has are increasing in importance.

In this connection, we agree with the second paragraph of the conclusion of the report of the Advisory Commission:

"But we do not assume that the rates which are just today will be just indefinitely. They have become established by the force of circumstances, and they ought to give way if future circumstances shall be such as to render it right and proper. They constitute a temporary arrangement only; equitable, as we think, for the present, but which may become inequitable before the lapse of any considerable time. Whenever they shall be found to operate unfairly, and to give a force or unnatural direction to trade, and whenever it shall appear that they tend to deprive any one of the seaports affected by them of the proportion of business that would naturally come to it under the operation of normal competition, the want of equity in the rates will appear, and it will be right to modify or, perhaps, abolish them." (Underscoring supplied.)

In spite of the rail differential, the Port of Norfolk has not shared proportionately in the growth of foreign traffic to and from the differential territory. Instead of abolishing the differential which has by now substantially declined in value in the overall consideration of selection of routes and ports, there should be established a larger differential that would enable the Port of Norfolk to participate on an equal basis in the growth of imports and exports to and from the Midwest.

The Port of New York and its transportation agencies serving that port have prospered and grown over the many years the differential has been in effect. They have developed a number of inherent advantages that can be had in no other port in the North Atlantic range, or any other Atlantic or Gulf port. Now they are trying to remove the one ever-diminishing and slight advantage in rate the outports to the south of New York have. HOW GREEDY CAN THEY GET?

[fol. 4362]

VERIFICATION

City of Norfolk)
) SS
State of Virginia)

M. M. MORA, being duly sworn, deposes and says that he is the General Manager of the Norfolk Port Authority and that the foregoing statement is true and correct to the best of his information, knowledge and belief.

M. M. Mora

Subscribed in my presence and
sworn to before me by the affiant
above named this 14th day of October 1957.

M. T. Bohannon
Notary Public, State of Virginia
My Commission expires February 14, 1959

[fol. 4363]

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document upon the persons named in the Commission's notices of February 25, 1957, March 14, 1957 and March 26, 1957 by depositing in the United States Mail the number of copies designated in those notices.

Dated at Norfolk, Va. this 14th day of October, 1957.

M. M. Mora

[fol. 4364]

I.C.C. Exhibit No. 105

This statement is verified. Unless written request for cross-examination is received by affiant or his attorney not later than ten days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Before the

INTERSTATE COMMERCE COMMISSION

I&S DOCKET NO. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

VERIFIED STATEMENT BY ALVIN K. THOMAS

I am the Alvin K. Thomas who testified previously in this proceeding and submitted Verified Statement No. 8 with accompanying tabulations of carloads of import/export traffic to and from differential territory for the periods shown.

Subsequent to my oral testimony in this proceeding, to be found at pages 1149 through 1175 of the transcript, I made a point of reviewing the records of the traffic studies which were the basis of the statistics shown on page 3 of my previous Exhibit No. 8. I find that my oral statement that neither ores nor grain were included in the statistics mentioned was predicated on information given to me by Mr. Lancton, my predecessor prior to the compilation of the Lehigh Valley statistics. At a later time Mr. Lancton di-
[fol. 4365] rected the inclusion of ore and grain statistics in the traffic study without my knowledge.

The facts are that included in the totals shown are carload imports of ore as follows:

	1946	1951	1955-56
Iron Ore	67	0	0
Lead Ore	0	17	0
Ores and Concentrates, NOS	88	15	31
Total ore	155	32	31

Also included in the statistics are export carloads of grain as follows:

	1946	1951	1955-56
Wheat	541	1109	324
Corn	2	6	15
Oats	33	6	1
Barley and Rye	139	1	5
Total grain	715	1122	345

The designation in the tables "1955-56" indicates the period of one year commencing August 1, 1955 and ending July 31, 1956. They relate only to shipments over the Lehigh Valley Railroad through the Port of New York to and from territory where differential rates over the Ports of Philadelphia, Baltimore and the Hampton Roads Ports are in effect.

During the years involved, the Lehigh Valley carried no import grain and no export ore.

Alvin K. Thomas

[fol. 4366] VERIFICATION

STATE OF NEW YORK)
: ss.:
COUNTY OF NEW YORK)

ALVIN K. THOMAS, being duly sworn, deposes and says that he is Foreign Freight Traffic Manager of Lehigh Valley Railroad Company, and that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Alvin K. Thomas

Subscribed and sworn to
before me this 21st day
of May, 1958.

George C. Hamm
Notary Public, State of New York
No. 30-6749300 . Qualified in Nassau County
Certificate Filed in New York County
Commission Expires March 30, 1960

[fol. 4367]

I.C.C. Exhibit No. 106

I&S DOCKET 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

This statement is verified. Unless written request for cross examination is received by affiant or his attorney (S. H. Moerman, 743 Investment Bldg., Washington 5, D.C.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Verified Statement of Frank Sauter
Assistant Vice President
First National City Bank of New York
55 Wall Street
New York, New York

[fol. 4368] My name is Frank Sauter. I am Assistant Vice-President of The First National City Bank of New York. I have been with the bank for 29 years and during the entire time have been employed in the Commercial Credit Department. About a month ago my position was changed so that now I am associated in the supervision of the foreign banking departments of the bank. The department concerned with commercial letters of credit is one of the departments under my supervision.

I have examined the verified statement of Witness M. M. Mora in this proceeding and I note that on Page 12 of that statement (Exhibit 103) he says:

"... the big foreign departments of the huge New York banks are able to attract and channel export financing and the designation of the port of shipment by the simple expedient of having the words "F.O.B. New York" appear on the L/C. Needless to say, the foreign banks are more than inclined to so word the L/C instructions, the result being that large volumes of merchandise, which could be shipped more econom-

ically through the outports on a strict inland rate basis, go to New York instead."

It is not true that my bank, or any other New York bank of which I have knowledge, engages in any expedient to attract and channel traffic via the Port of New York. In fact, so far as my bank is concerned, we issue, confirm, and advise credits, strictly on the provisions laid down by th customers, and whatever port is specified by them as the port through which the goods must pass is of no concern to us.

You will find attached a copy of "Application and Agreement for Commercial Letter of Credit" which is the form used for import traffic. Please note that there is a blank for designation of the ocean port of destination.

[fol. 4369] With rare exceptions these applications for commercial letters of credit on import traffic show the ocean port of destination in the United States when we open the mail. In those cases where the ocean port of destination is not shown we communicate with the customer and draw this omission to his attention. In no case do we ever attempt to influence the naming of any particular port.

So far as export traffic is concerned, we do not have a printed form because custom dictates that applications for letters of credit in connection with export traffic are made on the letterheads of foreign correspondent banks or our overseas branches. The terms and conditions of the credits which are outlined in these letters usually call for shipments to be made in a variety of ways. In my experience, I find that in more than half of the cases, credits require merely "shipment from the United States." In these cases no particular United States port is designated. In more than one-fourth of the cases, nothing at all is stated with respect to shipments from the United States although the beneficiaries of the credits are manufacturers or exporters domiciled in this country. In fact only in less than 10% of the cases do I find that New York is actually mentioned as the port through which the shipment is to be made. In the remainder of the cases it is provided that shipment is to be made through various ports, such as:

FROM:

Gulf ports	Norfolk
Pacific Ports	Baltimore
Atlantic Ports	New Orleans
Atlantic and Gulf Ports	Palm Beach
New York or Philadelphia	Corpus Christi
New York or New Orleans	San Francisco
New York, Philadelphia or Baltimore	Los Angeles
New York or San Francisco	Sacramento
United States except Boston	Redwood City
Boston	Stockton
Philadelphia	Long Beach
Hampton Roads	Houston
Lake Charles	

[fol. 4370] Mr. Mora also states at Page 13 of his verified statement (Exhibit 103):

> "The ability of banks with large capital structures to open one or more letters of credit for the buyer and still stay within the legal limitations of the ratio of capital funds to the line of credit extended to any one account strongly favors New York. Since, in such a case the bank, in addition to the general obligation of the client, is also specifically secured by the cargo in question, it is obvious that a New York bank will influence the ship to New York whenever practicable."

As Mr. Mora knows and has testified in this proceeding, my bank is one of the largest engaged in handling commercial letters of credit. It is our practice to establish credits solely on the credit standing and credit worthiness of the customer, irrespective of the collateral value of the cargo.

All details regarding the purchase and sale of merchandise are worked out between the buyer and the seller in the order or sales contract, all of which is completed long before the customer applies to my bank for a letter of credit. So far as our bank is concerned, it is immaterial to us—and in fact none of our business—what port is to

be used by the supplier in moving his goods abroad. This is something usually arranged between the buyer and the seller according to the circumstances and the needs of both parties.

Mr. Mora also states in his verified statement (page 13):

> "Somewhat similar reasons will influence general cargo to New York, particularly since, in case of need to seize the cargo, should the importer fail to pay the bank, such cargo could be usually disposed of easier in the huge New York market than in any other city on the Atlantic Coast."

As I have stated above, we grant letters of credit on the basis of the financial standing of our customers. Because this is so, we do not concern ourselves with the availability of the cargo for sale in case of the situation visualized by Mr. Mora. In fact, in my experience I know of no sale of distressed merchandise that has occurred in the past ten years.

[fol. 4371]

VERIFICATION

City of New York)
) ss
State of New York)

Frank Sauter, being duly sworn, deposes and says that he is the Assistant Vice President of the First National City Bank of New York and that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Frank Sauter

Subscribed in my presence and
sworn to before me by the affiant
above named this ..... day of May, 1958.

.....
Notary Public, State of New York
My Commission expires .....

[fol. 4372]

I.C.C. Exhibit No. 107

Before the

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket No. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

This statement is verified. Unless written request for cross-examination is received by affiant or his attorney (S.H. Moerman, Investment Building, Washington 5, D. C.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Rebuttal Verified Statement of
Edward K. Laux
Traffic Manager
The Port of New York Authority
111 Eighth Avenue
New York 11, New York

[fol. 4373] My name is Edward K. Laux. I am Traffic Manager of The Port of New York Authority. I have previously testified in this proceeding and my verified statement with supporting exhibits is identified in this record as Exhibit No. 17. This exhibit includes my transportation experience and qualifications.

The first part of this statement deals with Exhibit Nos. 70 and 71 and is in rebuttal of the testimony and exhibits submitted by witness Hamill pertaining to steamship sailings from New York and Baltimore.

My Exhibit No. (A-1) shows that, after certain adjustments are made, which I believe necessary to get a true picture, the steamship sailings from New York and Baltimore are quite comparable. After the dry cargo vessels

excluded from witness Hamill's exhibits are added back in and the passenger vessels are excluded from the totals, there were 2,366 sailings from New York during the six months, July 1955 to December 1955, compared with 2,236 from Baltimore. In my opinion, this comparison more accurately shows the vessels available to carry the freight involved in this proceeding.

My Exhibit No. (A-2) lists 791 sailings from Baltimore which were omitted in witness Hamill's exhibits and should have been included. Witness Hamill's exhibits actually excluded 837 sailings, but I did not include those vessels which moved in and out of Baltimore in ballast. Most of these vessels are dry bulk cargo vessels of the type which carry ores and grain. According to witness Mollman's Exhibit MLM-3 (Exhibit No. 51), there are more tons of ores (excluding iron ore) and grain moving between Baltimore and C.F.A. territory than the total rail tonnage moving via New York to that territory. Thus, the inclusion of these vessels is absolutely necessary in order to make any fair comparison between the sailings from New York and those from Baltimore.

[fol. 4374] Many of the vessels shown in Exhibit No. (A-2) are among the newest and largest bulk carriers afloat. My Exhibit No. (A-3) is a sample listing of 19 of these vessels, with their deadweight tonnage. In my opinion, excluding such vessels from the Baltimore totals, while including passenger and cruise vessels in the New York totals, presents a very misleading picture.

My Exhibit No. (A-4) lists 278 sailings by passenger vessels and 121 sailings by combination passenger and freight vessels which I believe should be excluded in any comparison of sailings from New York and Baltimore for the purposes of this case. These passenger and cruise vessels carry passengers' effects, baggage or small parcels, mail, periodicals, newspapers, express matter, and carry very little, if any, of the "freight" involved in this proceeding. Taking into account the large passenger lift of these ships plus the crew that is employed, there is a population totaling that of many municipalities in the United States and the ship stores, laundry and other items to take care of the passengers' and crew's needs for the voyage might involve as much as 100 to 150 tons.

In my Exhibit No. (A-5), there is reproduced a representative listing of cargoes lifted by these passenger or cruise vessels showing the type of wares they carry. This is taken from the Journal of Commerce "Export Daily" and "Import Daily." This exhibit shows that these vessels cannot be considered as important in the carriage of rail freight to and from C.F.A. territory. The freight listings cover for the most part the wares sold or manufactured in the New York Port District. As shown by this exhibit, the actual amount of cargo carried by the Queen Elizabeth, inbound, for example, was only 186 tons deadweight and 550 cubic measurement tons.

[fol. 4375] Some argument might be made for including in the totals the combination passenger and freight vessels, some of which have a fairly substantial freight capacity. In my opinion, however, these should not be included. These vessels are primarily passenger ships, operating on a fast turn-around time, and cannot wait around to load a full cargo. I have investigated the tonnages carried by these ships and found that they usually enter and leave the Port of New York with only a fraction of their cargo-carrying capacity.

In recent years there has been a tremendous increase in the number of vessels which call at Baltimore and in the number of foreign ports at which those vessels call. There is no question that steamship service at Baltimore has been improving at a tremendous rate. My Exhibit No. (A-6) is a comparison of cargo vessel clearances at New York and Baltimore for the years 1951 and 1956. In order to get an accurate comparison, there has been excluded from the totals all tankers, passenger ships, and vessels of less than 1,500 net registered tons. Also, where a ship cleared a port twice, one clearance has been eliminated for comparison purposes. Of the small ships under 1,500 tons which were eliminated, many are fishing vessels, and although they represent more than 10 per cent of the clearances, they account for less than 1½ per cent of the cargo-carrying capacity of the vessels at these ports. Exhibit No. (A-6) shows that at New York the cargo vessel clearances after such exclusions increased from 4,264 in 1951 to 4,604 in 1956, an increase of only 8.0 per cent, while at Baltimore they increased from 3,046 to 4,025, an increase of 32.1 per cent

during the same period. Thus, sailings to and from Baltimore are increasing at a rate about four times as great as that at New York.

[fol. 4376] Not only is the number of vessels calling at Baltimore increasing at a tremendous rate, but the number of foreign ports at which these vessels call is also increasing very rapidly. My Exhibit No. (A-7) compares the average monthly sailings from Baltimore to 20 representative ports for the years 1951 and 1956. In the 5-year period, the average monthly sailings to these 20 ports from Baltimore increased from 86 to 151. The tremendous increase in sailings from Baltimore to Venezuela, for example, was referred to in the verified statement of Witness Senghas (Exhibit No. 19). As shown by my Exhibit No. (A-7), the average monthly sailings from Baltimore to La Guaira, Venezuela, increased from four in 1951 to fourteen in 1956.

Even with equalized rail rates, the Port of New York will have substantial handicaps in competing with Baltimore and Hampton Roads. As I stated in my direct testimony (Exhibit No. 17) at Pages 7-8, the steamship lines obtain free dockage, wharfage, storage and clerking at these two ports. By using Baltimore or Hampton Roads, steamship lines could save as much as $300 per day, which is an average cost for the use of a pier, and as much as 30 cents per ton on cargo, which is about the average cost for the use of the wharf. In addition, there are other disadvantages to using New York. For example, the working rules under the agreements negotiated by the Steamship Trade Association of Baltimore, Inc. for its members with the International Longshoremen's Association, Independent, for the Port of Baltimore require that a minimum gang of 21 men be used in the loading of cargo in the Port of Baltimore. This minimum requirement is the same as obtains in the agreements between the International Longshoremen's Association and the New York Shipping Association made up of the employers, such as deep water shipping [fol. 4377] lines, and contracting stevedores with operations in the Port of New York. With respect to the Baltimore agreement, however, there are important exceptions to the 21-man gang requirement.

For example, in the Port of Baltimore cargo in open-top railroad equipment is unloaded to vessel by a 16-man gang, thus eliminating five men. The most vigorous efforts on the part of the New York port interests to bring about an equalization of the number of men used in gangs on open-top equipment at New York, i.e., 16 men instead of 21 men, has to date been unsuccessful. Further, when grain cargoes are trimmed in the hull of the vessel at the Port of Baltimore by means of machines, the labor agreement provides for only nine men to a hatch of the ship paid at an hourly rate, whereas in the Port of New York grain trimmings and loading according to the ILA agreement requires 29 men who are compensated on the basis of so much per bushel.

The result is a tremendous handicap in costs to the steamship operator at New York and a diversion of full cargo lots to Baltimore.

Open-top rail equipment hauls heavy commodities such as steel, trucks, earth moving machinery and numerous other heavy commodities, and as a consequence these special labor arrangements entice steamship operators to book these heavy loading cargoes for handling at the Port of Baltimore rather than at the Port of New York. It has not been uncommon during my experience to learn from steamship operators that they make every possible effort in carrying out booking engagements for cargoes to have the exporters route grain and open-top car railway movements to the ports south of New York because of the lower operating costs that are available by using the railroad pier facilities at the ports south of New York and taking advantage of the more favorable labor agreements.

[fol. 4378] For another example, there is a charge at the Port of New York for lighterage or trucking in lieu of lighterage on less-than-carload rail traffic which is shown in my Exhibit No. (A-8), whereas at the competitive ports such as at the Port of Baltimore no charge is made for such service because the line haul rates of the railroads include shipside delivery or pickup at the steamship piers.

My Exhibit No. (A-9) is an excerpt from the tariffs of the freight forwarders subject to Part IV of the Act and this also shows that on shipments in less-than-carload quantities moved by these freight forwarders to and from the Port of New York additional charges are assessed when

the shipments are to be moved to and from steamship piers at New York Harbor. These freight forwarders make an exception with regard to export shipments weighing 5,000 pounds or more which may be delivered without extra charges to a steamship pier. Likewise, on import shipments weighing 2,500 pounds or over, the shipments will be picked up without extra charge at the steamship piers and moved at the line-haul rates to the ultimate destination.

My Exhibit No. (A-10) portrays the trucking or cartage charges on small shipments as promulgated by the United States Trucking Corporation which we feel is typical of charges assessed by other trucking firms when handling less-than-carload shipments between railroad stations in the Port of New York and steamship piers. As I have previously testified, the less-than-carload railroad line-haul rates from and to the Port of Baltimore include shipside delivery and pickup whereas the rail less-than-carload rates to and from the Port of New York do not include such services. As a result the charges shown in the aforementioned three exhibits would be imposed over the line-haul rates and [fol. 4379] as to such less-than-carload traffic the railroads serving the ports south of New York will continue to have the advantage over the New York railroad respondents in this case.

New York is confronted with still an additional handicap in the matter of free time on export freight due to the railroad tariffs containing provisions under which the railroads require that delivery orders on carload freight be presented by the exporter or consignee in writing to the lighterage departments of these railroads at least 48 hours prior to the date of the specified delivery of the carload to a vessel. Thus, while other ports have seven days free time in which to order delivery to a steamship line exporters using the Port of New York actually have only five days free time.

I want to discuss briefly now the cost of performing lighterage service at the Port of Baltimore, as shown in the working papers accompanying Witness Heywood's testimony (Exhibit No. 50). As I understand it, the working papers of Witness Talbott showed that the B&O's cost of performing lighterage at New York was about $3.67 per ton compared with about $5.22 per ton at Baltimore, while

Witness Heywood's working papers for the Pennsylvania Railroad showed a cost of well over $4.00 per ton at New York, compared with only 43 cents per ton at Baltimore. When asked about this, I knew on the basis of my experience, although I am not a cost man, that the 43-cent-per-ton figure at Baltimore was erroneous. I immediately called the Atlantic Transport Company, which performs this service for the Pennsylvania, and was informed by one of their executives that for performing this service for the Pennsylvania at Baltimore, they receive well over $2.00 per ton on traffic generally and about $3.00 per ton on bananas. [fol. 4380] Any costs incurred by the Pennsylvania for loading or unloading from car to barge or barge to car would be in addition to this figure. On cross-examination, Witness Heywood admitted that the 43-cent figure was incorrect (R. 1483), but in his redirect examination, he did not put in the correct figure. (R. 1589)

I listened for nearly a week to witnesses of the other side testifying with regard to the Port of New York's ability to get traffic. The record shows over a million tons of ores and concentrates through the Port of Baltimore (Exhibit No. 51) and very little through New York. The obvious reason for New York's inability to get this traffic is the one given by the Baltimore railroads in their brief to the Supreme Court in *Interstate Commerce Commission* v. *Baltimore & Ohio RR Co.*, 355 U.S. 175. In their brief dated November 12, 1957, they stated at Page 4:

> "For obviously, if Philadelphia already has the advantage on the ocean part of the through transportation, equal rail rates with Baltimore will give it an advantage on the *through* transportation from Labrador to Youngstown; *and it is the through transportation which counts.*" (Emphasis added.)

[fol. 4381] My Exhibit No. 17 (Y-1) thereof shows that the total import and export tonnage moving via the Great Lakes has increased steadily from approximately 60,000 tons in 1947 to more than 475,000 tons in 1955. Not only are the New York railroads losing business to the railroads serving the ports south of New York but when we look to the north we see the St. Lawrence Seaway development rapidly approaching completion. My Exhibit (A-11), which

is an excerpt from the Chicago Association of Commerce and Industry—World Trade Bulletin No. 479, dated April 15, 1958, shows that only recently the Great Lakes overseas service has been augmented by the addition of four more steamship lines and that during the 1958 open navigation period there will be 24 steamship lines in operation over the Great Lakes. This exhibit also lists the names of the steamship lines, their agent, and the overseas ports of call. This stepped up service plainly indicates that steamship lines are evidently positioning themselves in the Great Lakes overseas service in anticipation of having some sort of priority with the opening of the St. Lawrence Seaway within the next year or so.

Thus the respondent New York railroads which are here seeking to reduce their rates in competition with the railroads serving ports south of New York will find themselves in a pincer movement between the differential rail lines to the ports in the south and the steamship lines on the Great Lakes who are and will improve the frequency of service to and from the Great Lakes ports as soon as the Seaway is opened in the very near future.

[fol. 4382] VERIFICATION

CITY OF New York ss.
STATE OF New York
COUNTY OF New York

EDWARD K. LAUX, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Signed: /s/ EDWARD K. LAUX

Subscribed in my presence and sworn
before me by the affiant above named
on this
16th day of May, 1958

/s/ MILDRED B. BRUNO

Notary Public
My Commission expires 1960.

Seal

I.C.C. Exhibit No. 107

EXHIBIT NO. (A-1)
I&S DOCKET 6615
WITNESS: Edward K. Laux

ANALYSIS OF STEAMSHIP SAILINGS - PORT OF NEW YORK VS. PORT OF BALTIMORE

JULY 1955 TO DECEMBER 1955

NUMBER OF SAILINGS FROM NEW YORK		NUMBER OF SAILINGS FROM BALTIMORE
1281	Sailings which included both New York and Baltimore	1281
1484	Sailings from New York - Not from Baltimore	--
--	Sailings from Baltimore - Not from New York	171
--	Sailings from Baltimore omitted from Hamill Exhibit WSH-1	791
2765	TOTAL	2243
278	Less Passenger and Cruise Vessels	--
121	Less Combination Passenger and Cargo Vessels	--
2366	TOTAL	2243

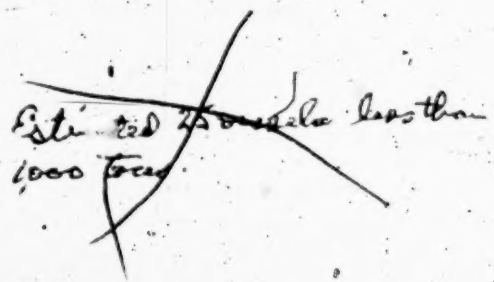
4383

I.C.C. Exhibit No. 107

Exhibit No. (A-2)
I&S Docket 6615
Witness: Edward K. Laux
Page 1 of 21

Listing of dry cargo vessels entering and clearing the Port of Baltimore during the period from July to December 1955 which witness Hamill chose to omit from his Exhibit (WSH-1)_____.

The inbound vessel cargoes consisted primarily of freight customarily carried by railroads -- ores, for example - and similarly, outbound cargoes were coal and grain. A small but significant portion of the ships omitted from Mr. Hamill's exhibit were classified by U. S. Customs and reported by U. S. Department of Commerce as vessels carrying such general cargo items as steel, locomotives, railroad equipment and machinery.



PORT OF BALTIMORE
SUMMARY OF SHIP MOVEMENTS OMITTED
FROM W. S. HAMILL STUDY
JULY-DECEMBER 1955

Entrances	July	August	September	October	November	December	Total
General Cargo	9	16	11	8	45	7	96
Bulk Cargo	59	71	73	77	67	62	409
Ballast	43	41	40	51	37	43	255
Total	111	128	124	136	149	112	760
Direct from Foreign Port	101	107	93	126	109	116	652
Clearances							
General Cargo	7	26	18	12	49	17	129
Bulk Cargo	52	62	55	52	46	53	320
Ballast	49	61	60	63	49	60	342
Total	108	149	133	127	144	130	791
Direct to Foreign Port	82	92	113	91	82	85	545

NOTE: TANKER MOVEMENTS ARE EXCLUDED

Total Entrances	760
Total Clearances	791
Grand Total	1,551

Direct from Foreign Port	652
Direct to Foreign Port	545
Grand Total	1,197

4384

Source: United States Department of Commerce

JULY:

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
A. L. Kent	06	Bulk	06	Ballast
African Grove	14	General	20	General
African Grove	25	General	25	General
Airone	05	Ballast	09	Bulk
Akka	06	Bulk	09	Bulk
Alkis	07	Ballast	07	Bulk
Allerton	06	Bulk	07	Ballast
Angelita	23	General	23	General
Anna C.	25	Ballast	25	Bulk
Anna L. Condylis	08	General	08	General
Aquitania	29	Bulk	29	Ballast
Atlantic Count	20	Ballast	20	Bulk
Atlantic Water	08	Ballast	12	Bulk
Bahia Blien Suceso	01	Bulk	01	General
Baltore	09	Bulk	09	Ballast
Baltore	21	Bulk	21	Ballast
Belgrano	22	Ballast	22	Bulk
Blyth Trader	13	Ballast	23	Bulk
Bomi Hills	12	Bulk	15	Ballast
Buccaneer	22	Ballast	23	Bulk
Charlton P.	18	Ballast	26	Bulk
Chas. A. Wig	22	Ballast	29	Bulk
Chateaugay	20	Bulk	20	Ballast
Chilore	13	Bulk	13	Bulk
Christina	18	Ballast	19	Bulk
Concordia	07	Bulk	09	Ballast
Cubore	04	Bulk	04	Ballast
Cubore	14	Bulk	14	Ballast
Dalheim	16	Ballast	16	Bulk
Despo	30	Ballast	30	Bulk
Ebba Blumenfeld	09	Bulk	09	Ballast
Egaa	01	Ballast	05	Bulk
Enduro	23	General	23	Ballast
Ercta	01	Ballast	06	Bulk
Feltore	03	Bulk	03	Ballast
Feltore	29	Bulk	8-5-55	Ballast
(Flight Lieutenant Vassiliades (RAF:	23	Ballast	23	Bulk
Geert Howaldt	18	Ballast	23	Bulk
George	29	Ballast	8-1-55	Bulk
Georgios F. Andrcadis	25	Ballast	28	Bulk
Gluckauf	09	Bulk	09	Ballast
Great City	18	Ballast	21	Bulk
Gregers Gram	21	Bulk	21	Ballast
Heinrich Honold	11	Ballast	18	Bulk
Hendon Hall	16	Ballast	21	Bulk
Hermion	05	Bulk	06	Ballast

[fol. 4385]

3211

4385

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Hudson River	18	Bulk	18	Ballast
Irene M.	25	Ballast	25	Bulk
Italcielo	25	Ballast	28	Bulk
Kragujevac	02	Ballast	11	Bulk
Les Eclair	05	Bulk	05	General
Leven Pool	25	Bulk	27	Ballast
Liberty Fl.	01	Bulk	None	
Lionel	14	Bulk	23	Bulk
Maris Laura	26	Bulk	8-4-55	Bulk
Marore	07	Bulk	07	Ballast
Marore	16	Bulk	16	Ballast
Marore	26	Bulk	26	Ballast
Martha Kleppe	01	Ballast	02	Bulk
Matang	05	Ballast	13	Bulk
Moisie Bay	01	Bulk	01	Ballast
Monika Wiards	11	Ballast	14	Bulk
National Freedom	16	Bulk	16	Ballast
National Leader	02	Ballast	02	Bulk
Nazario Sauro	19	Bulk	22	Ballast
Nedon	01	Ballast	08	Bulk
Nella	20	Ballast	26	Bulk
Nereo	22	Ballast	8-4-55	Bulk
Nereus	20	Ballast	22	Bulk
Nicky	16	Ballast	16	Bulk
Nico	05	Ballast	13	Bulk
Nicolaou Zografia	08	Bulk	09	Ballast
Ninfea	21	Bulk	23	Ballast
Norden	25	Bulk	8-1-55	Ballast
Northleigh	28	Ballast	28	Bulk
Ore Transport	07	Bulk	07	Ballast
Ore Transport	22	Bulk	22	Ballast
Ore Mar	01	Bulk	02	Ballast
Ore Mar	11	Bulk	11	Ballast
Ore Mar	20	Bulk	20	Ballast
Ore Mar	30	Bulk	30	Ballast
Pero De Alenquer	01	Ballast	05	Bulk
Peter Star	05	Bulk	05	Ballast
Pindar	01	Ballast	01	Bulk
Pinios	07	Bulk	07	Bulk
Pitsa H.	02	Bulk	02	Ballast
Psara	09	Ballast	09	Bulk
Raunala	30	Bulk	30	Ballast
Rautas	18	Bulk	18	Ballast
Rivercrest	30	Ballast	30	Bulk
Romandie	15	Ballast	15	Bulk
Royal Emblem	11	Ballast	12	Bulk

3212 [fol. 4386]

4386

SHIPS NAME IN FULL		ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
San Boque		14	Bulk	19	Ballast
San France		01	Bulk	01	Ballast
Santo Cerro		14	General	None	
Santore		02	Bulk	02	Ballast
Santore		12	Bulk	12	Ballast
Santore		23	Bulk	23	Ballast
Suorva		29	Bulk	29	Ballast
Tarfala		19	Bulk	19	Ballast
Teiamon		06	Bulk	06	Bulk
Temple Bar		14	Ballast	15	Bulk
Tern		07	Bulk	07	Ballast
Torr Head		05	General	07	General
Venore		05	Bulk	05	Ballast
Venore		27	Bulk	27	Ballast
Veragua		21	General	None	
Vercharmian		16	Bulk	22	Bulk
West Hill		11	Ballast	14	Bulk
Wychwood		18	General	19	Ballast
Shin Ma "3"		06	Bulk	06	Ballast
Alamar				29	General
Alcoa Runner				06	General
Kenilworth	N			01	Bulk
Monte Nuria				06	Bulk
Ocean Nimet	O			08	General
Penmar				12	General
Robin Trent		N		02	Bulk
Robert Barnes Fie-tz				20	Bulk
Steel Architect		E		28	General
Tallyrand				01	General
Yorkmar				16	General
Zelidja				01	Bulk

[fol. 4387]

4387

Exhibit No. (A-2)
Page 5 of 21

AUGUST

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Aequitas "2"	08	Bulk	08	Ballast
African Pilot	29	Liner	9-2-55	General
Akagisan Maru	29	General	31	General
Aktion	31	Ballast	9-3-55	Bulk
Alcoa Roamer	16	General	16	General
Ambassador	05	Ballast	08	Bulk
American Leader	31	General	31	General
Anna C	29	Ballast	30	Bulk
Antonis	08	Bulk	09	Ballast
Archipelago	01	Bulk	01	Ballast
Arimasan Maru	29	Bulk	29	Ballast
Arkeldyk	24	General	24	General
Arraiolos	23	Bulk	9-2-55	Bulk
Arthur Sto	11	Ballast	19	Bulk
Atlantic Air	18	General	24	Bulk
Aura	16	Bulk	26	Ballast
Ayia Markella	30	Ballast	9-3-55	Bulk
Bahia de Nuevitas	29	Ballast	29	General
Baltore	03	Bulk	03	Ballast
Baltore	12	Bulk	12	Ballast
Baltore	22	Bulk	22	Ballast
Bendita	05	Ballast	05	Bulk
Bolivar	22	General	22	General
Bomi Hills	04	Bulk	04	Ballast
Bomi Hills	16	Bulk	16	Ballast
Brant	07	Bulk	07	Ballast
Cape Palmas	29	Ballast	9-2-55	Bulk
Caprera	17	Bulk	19	Ballast
Cecil N. Bean	18	Bulk	None	
Chateaugay	21	Bulk	None	
Chilore	07	Bulk	07	Ballast
Chilore	27	Bulk	27	Ballast
Citta di Salerno	30	Bulk	30	Ballast
Constantia	05	General	05	General
Cubore	10	Bulk	11	Ballast
Dorion	01	Ballast	03	Bulk
Eastern Saga	02	Ballast	10	Bulk
Elga	22	Bulk	27	Bulk
Elmira	25	Bulk	26	Ballast
Enduro	15	Bulk	15	Ballast
Enduro	25	Bulk	25	Ballast
Eretteo	08	Bulk	19	Bulk
Ernest G P	05	Bulk	05	Ballast
Euryviades	04	Bulk	04	Ballast
Exceller	23	General	23	General

3214 [fol. 4388]

4388

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Faralis	26	Bulk	26	Ballast
Feltore	15	Bulk	15	Ballast
Feltore	25	Bulk	25	Ballast
Firenzie	26	Bulk	26	Ballast
Flynderborg	23	Bulk	24	Ballast
Flynderborg	26	General	26	General
Franciska Hendrik-Fisser	01	Ballast	01	Bulk
George	04	Bulk	04	Ballast
Georgian Flame	02	Bulk	02	Ballast
Gerd Torm	02	Bulk	03	Ballast
Great City	29	Ballast	9-2-55	Bulk
Gulfwater	24	Ballast	31	Bulk
Industria	22	Ballast	26	Bulk
Innaren	05	General	09	Ballast
Irene M	26	Ballast	26	Bulk
Italcielo	31	Ballast	9-3-55	Bulk
Italsole	23	Ballast	23	Bulk
Jersey Daw	08	Ballast	17	Bulk
K. Hadjipateras	15	Ballast	19	Bulk
Katie	08	Bulk	18	Ballast
Kent Count	18	Bulk	19	Ballast
Kohcho Maru	19	Bulk	19	Ballast
La Quinta	09	Ballast	15	Bulk
Lancero	08	General	10	General
Liberty Be	16	Bulk	27	Bulk
Liberty FI	30	Ballast	9-9-55	Bulk
Lily	02	Ballast	02	Bulk
Lionne	25	Bulk	26	Ballast
Llantrisant	27	Bulk	27	Ballast
Loula Nomikos	08	Ballast	16	Bulk
Maria Paolina	01	Bulk	02	Ballast
Marie L	03	Ballast	03	Bulk
Marore	06	Bulk	06	Ballast
Maya	19	General	19	Ballast
Megaloc hari	23	Bulk	None	
Millern Tor	18	Ballast	27	Bulk
Moise Bay	01	Bulk	03	General
Moise Bay	15	Bulk	15	General
National Freedom	01	Bulk	01	Ballast
National Freedom	16	Bulk	18	Ballast
National Servant	03	Bulk	03	Ballast
Nicky	15	Ballast	24	Bulk
Norbryn	19	Ballast	24	Bulk
Norse Captain	31	Bulk	31	Ballast

[fol. 4389]

3215

4389

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Oakhurst	10	Bulk	10	Ballast
Ore Chief	03	Bulk	03	Ballast
Ore Chief	20	Bulk	20	Ballast
Ore Transport	06	Bulk	06	Ballast
Ore Mar	13	Bulk	13	Ballast
Ore Mar	26	Bulk	26	Ballast
Orsolina	08	Ballast	11	Bulk
Pelopidas	13	Ballast	15	Bulk
Pericles	04	General	12	Ballast
Pioneer Reef	12	General	12	General
Platano	31	General	31	Ballast
Queen	29	Bulk	9-1-55	Ballast
Robin Trent	18	Ballast	9-2-55	Bulk
Royal Emblem	22	Ballast	27	Bulk
Royal William	02	Ballast	02	Bulk
Saggat	06	Bulk	None	
San Marco	12	Bulk	12	Ballast
Santa Anita	18	General	19	General
Santore	01	Bulk	01	Ballast
Santore	11	Bulk	11	Ballast
Santore	21	Bulk	21	Ballast
Santore	30	Bulk	30	Ballast
Sarek	01	Bulk	01	Ballast
Schutting	31	Ballast	9-9-55	Bulk
Seagate	09	Ballast	09	Bulk
Spigerborg	19	Ballast	19	General
St. Gregory	22	Bulk	None	
St. Nicolas	20	Bulk	27	Bulk
Stella	16	Ballast	20	Bulk
Tarin	22	Bulk	22	Ballast
Tel Aviv	26	Ballast	9-2-55	Bulk
Tern	23	Bulk	23	Ballast
Ume Maru	08	Ballast	15	Bulk
Vassilis	09	Ballast	12	Bulk
Venore	10	Bulk	10	Ballast
Venore	20	Bulk	20	Ballast
Venore	29	Bulk	29	Ballast
Vigrafjord	16	Ballast	26	Bulk
Virginia G	31	Ballast	9-7-55	Bulk
Woldin Hill	02	Ballast	06	Bulk
Zelidja	18	Bulk	26	Bulk

3216 [Vol. 4390]

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Alcoa Pilgrim	None		13	General
Alcoa Runner	None		02	General
Alcoa Runner	None		30	General
Calmar	None		09	General
Cilco Logger	None		01	General
Denise	None		30	Bulk
Evicynthia	None		05	Bulk
Georgé	None		01	Bulk
Green Harbour	None		16	General
Harold T. Andrews	None		25	General
Maria Laura	None		04	Bulk
Massmar	None		27	General
Nereo	None		04	Bulk
Seamar	None		19	General

4391

[fol. 4391]

SEPTEMBER

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Acadia	27	Ballast	28	Bulk
Acritas	30	Ballast	30	Bulk
Albisola	29	Bulk	30	Ballast
Archipo	23	Ballast	26	Bulk
Alcoa Runner	26	Gen	27	Gen
Aliki P.	30	Ballast	10-6-55	Bulk
Amerocean	17	Bulk	None	
Anahuac	10	Ballast	13	Bulk
Anniston	14	Gen	23	Bulk
Annista L.	15	Bulk	15	Ballast
Anthony	26	Ballast	26	Bulk
Archon Gabriel	08	Gen	10	Bulk
Atje Ray-s	24	Ballast	24	Bulk
Atlantic Sea	19	Ballast	22	Bulk
Atlantic Water	01	Ballast	08	Bulk
Baltore	03	Bulk	03	Ballast
Baltore	14	Bulk	14	Ballast
Basil II	26	Bulk	28	Bulk
Bellerby	27	Ballast	27	Bulk
Belocean	02	Bulk	02	Ballast
Bel Pareil	27	Bulk	10-1-55	Ballast
Bomi Hills	07	Bulk	08	Ballast
Bonito	27	Bulk	27	Ballast
Boston	30	Bulk	None	
California	15	Bulk	15	Ballast
Captayannis	02	Ballast	08	Bulk
Carini	06	Bulk	06	Ballast
Chateau Gay	01	Bulk	01	Ballast
Chateau Gay	22	Bulk	22	Ballast
Chilore	05	Bulk	05	Ballast
Chilore	15	Bulk	15	Ballast
Chilore	27	Bulk	27	Ballast
Columbia Heights	15	Bulk	None	
Corfu Island	12	Ballast	14	Bulk
Cubore	07	Bulk	14	Ballast
Delfin	26	Ballast	28	Bulk
Dorion	12	Ballast	17	Bulk
Ekefors	11	Bulk	11	Ballast
Ekefors	26	Bulk	26	Ballast
Elisa Camp	12	Gen	20	Bulk
Enduro	14	Bulk	14	Ballast
Enduro	26	Bulk	26	Ballast
Exanthia	07	Gen	07	Gen
Feltore	03	Bulk	03	Gen
Feltore	12	Bulk	12	Gen
Feltore	22	Bulk	22	Gen

3218
[fol. 4392]

4392

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Ferngrove	17	Gen	17	Gen
Floria	16	Gen	16	Gen
Florida	27	Ballast	10-5-55	Gen
Franciska Hendrik Fissure	07	Ballast	09	Bulk
Geert Howaldt	13	Ballast	16	Bulk
George	03	Ballast	03	Bulk
Georgian Flame	30	Bulk	30	Ballast
Georgios F. Andreadis	07	Ballast	10	Bulk
Helen Lyke	08	Bulk	12	Gen
Helios	15	Ballast	16	Gen
Hendrik-Okko-Fissure	19	Ballast	19	Bulk
Herta Engeline Fritzen:	15	Gen	16	Bulk
Ines Corrado	19	Bulk	19	Ballast
Irene M	23	Ballast	23	Bulk
Lafleche	14	Bulk	19	Bulk
Laura Lauro	01	Gen	07	Bulk
Leto	06	Ballast	09	Bulk
Lido	16	Bulk	16	Ballast
Lily	09	Ballast	15	Bulk
Llantrisant	27	Bulk	27	Ballast
Longfellow	25	Bulk	25	Ballast
Marabank	24	Bulk	24	Ballast
Marcella	16	Bulk	16	Ballast
Maria G. Coluncundis	12	Ballast	17	Bulk
Maria Lauretana	16	Bulk	16	Ballast
Marietta	28	Ballast	30	Bulk
Marina G. Parodi	24	Ballast	24	Bulk
Marore	01	Bulk	01	Ballast
Marore	10	Bulk	10	Ballast
Mary P.	07	Bulk	09	Ballast
Merit	26	Bulk	27	Ballast
Moisie Bay	09	Bulk	09	Ballast
Moisie Bay	19	Bulk	19	Ballast
Mormac York	28	Bulk	None	
Myceanae	28	Bulk	28	Bulk
National Freedom	23	Bulk	27	Ballast
Nicolaos G. Kulundis	07	Bulk	15	Ballast
Norvana	07	Ballast	07	Gen
Ocean Alice	02	Bulk	02	Ballast
Omnium Trader	20	Bulk	20	Ballast
Ore Chief	22	Bulk	22	Ballast
Ore Titan	29	Bulk	30	Ballast
Ore Transport	07	Bulk	07	Ballast
Oremar	04	Bulk	04	Ballast
Oremar	13	Bulk	13	Ballast
Oremar	23	Bulk	23	Ballast

[fol. 4393]

3219

4393

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Orione	19	Ballast	24	Bulk
Ourania Gounares	01	Bulk	01	Ballast
Panagiotis-Coumantaros	06	Ballast	13	Bulk
Penelopidas	02	Ballast	06	Bulk
Pelops	19	Ballast	19	Bulk
Raunala	12	Bulk	12	Ballast
Romandie	12	Ballast	15	Bulk
Sandimitris	23	Bulk	24	Ballast
San Panteleimon	12	Ballast	17	Bulk
San Roque	15	Bulk	15	Ballast
Santa Monica	21	Gen	21	Gen
Santore	08	Bulk	08	Ballast
Santore	17	Bulk	17	Ballast
Santore	26	Bulk	26	Ballast
Spiga	01	Bulk	01	Ballast
Stella	30	Ballast	30	Bulk
Teespool	03	Bulk	03	Ballast
Themoni	12	Bulk	12	Ballast
Theofano Livanos	26	Bulk	29	Ballast
Thunderbird	08	Bulk	None	
Toltec	02	Gen	02	Ballast
Transatlanta	16	Ballast	16	Bulk
Trojantrader	28	Ballast	30	Bulk
Truduang	16	Ballast	16	Bulk
Union Trader	02	Bulk	02	Ballast
Vasara	08	Bulk	08	Ballast
Vassilis	19	Ballast	19	Bulk
Venore	23	Bulk	23	Ballast
Walis Bay	26	Bulk	29	Ballast
Winchester	10	Bulk	None	
Zeneize	15	Ballast	20	Bulk
Alcoa Ranger	None		14	Gen
Bali	None		14	Bulk
Boy	None		14	Bulk
Concordia Capo	None		16	Gen
Flomar	None		16	Gen
John B Kulukundis	None		02	Gen
Mary Mar	None		02	Gen
Ocean Rose	None		30	Bulk
P&T Pathfinder	None		12	Bulk
Penmar	None		26	Gen
Sea Cloud	None		22	Bulk
Yorkmar	None		30	Gen

3220
[fol. 4394]

4394

OCTOBER

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Abraham Graetz	22	Bulk	22	Ballast
Aeas	29	Ballast	11-2-55	Bulk
Aktion	14	Ballast	14	Bulk
Alaskan	12	Ballast	11-2-55	Bulk
Alba	01	Bulk	07	Ballast
Alba	24	General	24	Bulk
Alcoa Planter	17	General	21	General
Alcoa Ranger	11	General	11	General
Aldershot	28	Ballast	11-1-55	Bulk
Almen	19	Bulk	19	Ballast
Amersea	21	Bulk	25	Bulk
Anastassios Pateras	22	Ballast	28	Bulk
Anna C	06	Ballast	12	Bulk
Argolib.	04	Ballast	04	Bulk
Assimina K	22	Ballast	28	Bulk
Astron	10	Bulk	10	Ballast
Atlantico	18	Ballast	19	Bulk
Avra	10	Ballast	14	Bulk
Ayia Markella	05	Ballast	08	Bulk
Baltore	02	Bulk	02	Ballast
Baltore	12	Bulk	12	Ballast
Bintang	20	General	20	General
Bomi Hills	30	Bulk	31	Ballast
Boston	26	Bulk	None	
Buntentor	31	Ballast	31	Bulk
Captain Theo	07	Ballast	08	Bulk
Chateaugay	13	Bulk	13	Ballast
Chilore	08	Bulk	08	Ballast
Chilore	18	Bulk	18	Ballast
Chilore	30	Bulk	30	Ballast
Chyrssi S.M.	13	Ballast	15	Bulk
Cittadi Palermo	18	Bulk	18	Ballast
Creator	07	Ballast	07	Bulk
Cubore	06	Bulk	06	Ballast
Cubore	17	Bulk	17	Ballast
Dunelmia	10	Ballast	11	Bulk
Elisa Campanella	23	Ballast	23	Bulk
Elna "2"	27	Bulk	27	Bulk
Enduro	06	Bulk	06	Ballast
Epidavros	24	Bulk	28	Bulk
Eretteo	18	Ballast	27	Bulk
Faralis	03	Bulk	03	Ballast
Feltore	01	Bulk	01	Ballast
Feltore	10	Bulk	10	Ballast
Feltore	19	Bulk	19	Ballast
Feltore	28	Bulk	28	Ballast

[fol. 4395]

3221

4395

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Fernplant	03	General	03	General
Florida	01	General	01	General
Franciska-Hendrik-Fisser	29	Ballast	29	Bulk
George	05	Ballast	05	Bulk
Ge. gios F. Andreadis	29	Ballast	11-3-55	Bulk
Giovanni Amendola	24	Bulk	26	Ballast
Gluckauf	06	Bulk	06	Ballast
Greenwich	06	Ballast	08	Bulk
Gull	13	Bulk	13	Ballast
Hans Honold	18	Bulk	18	Ballast
Hendrik-Okko-Fissure	19	Ballast	19	Bulk
Humanitas	17	Bulk	17	Ballast
Irene M.	17	Ballast	17	Bulk
Isa Parodi	26	Bulk	28	Ballast
Ivor Rita	15	Bulk	15	Ballast
Jacqueline	03	Bulk	03	Ballast
Kenilworth	31	Ballast	11-2-55	Bulk
Kingsmount	28	Ballast	28	Bulk
Kostis	03	Ballast	03	Bulk
L'eontios	03	Bulk	06	Ballast
Leto	11	Ballast	19	Bulk
Lily	26	Ballast	26	Bulk
Longfellow	21	Bulk	21	Ballast
Marcell M.H.	26	Bulk	26	Ballast
Marcella	22	Bulk	22	Ballast
Maria G. Culucundis	25	Ballast	11-2-55	Bulk
Maria Piera G.	18	Ballast	18	Bulk
Maria Laura	10	Ballast	13	Bulk
Maro	17	Ballast	21	Bulk
Marore	07	Bulk	07	Ballast
Marore	17	Bulk	17	Ballast
Marore	25	Bulk	25	Ballast
Michael	22	Bulk	22	Ballast
Modena	06	Bulk	11	Bulk
Moise Bay	24	Bulk	24	Ballast
Monte Oiz	06	Bulk	13	Bulk
Musa	07	Bulk	07	Ballast
Mycenae	10	Bulk	10	Ballast
National Servant	04	Bulk	04	Bulk
Navigator	24	Ballast	25	Bulk
Nazario Sauro	14	Bulk	14	Ballast
Nella	24	Bulk	24	Bulk
Nico	03	Ballast	08	Bulk
Nicolaos G. Kulukundis	25	Ballast	31	Bulk
Nicolas Kairis	27	Ballast	28B	Bulk
Nigel	26	Bulk	None	
Ninfea	05	Bulk	05	Ballast

3222
[fol. 4396]

4396

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Nippoh Maru	03	Bulk	06	Ballast
Nordland	12	Ballast	14	Bulk
Ocean Daphne	04	Ballast	06	Bulk
Ocean Sailor	28	Bulk	28	Ballast
Oceanstar	27	Bulk	None	
Ore Titan	15	Bulk	15	Ballast
Oremar	05	Bulk	05	Ballast
Oremar	14	Bulk	14	Ballast
Oremar	25	Bulk	26	Ballast
Paci Pride	29	Bulk	29	Ballast
Panaghia	04	Bulk	11	Bulk
Patapsco River	13	Bulk	13	Ballast
Pelops	29	Ballast	29	Bulk
Periolos	10	Bulk	11	Ballast
Pilot	25	Ballast	28	Bulk
Pont L'Eveque	04	Ballast	07	Bulk
Poukoulet	13	Ballast	28	Bulk
Rautas	03	Bulk	03	Ballast
Rexton Kent	08	General	08	General
Romandie	18	Ballast	24	Bulk
Royal Emblem	10	Ballast	13	Bulk
Saggat	18	Bulk	18	General
San Panteleimon	27	Ballast	11-1-55	Bulk
San Rita	07	Bulk	11	Ballast
Santore	05	Bulk	05	Ballast
Santore	28	Bulk	11-4-55	Ballast
Sarek	24	Bulk	24	Ballast
Sea Fisher	21	Ballast	21	Bulk
Sea Star	24	Bulk	None	
Sira	05	Bulk	07	Ballast
Sitanja	13	Ballast	17	Bulk
St. Nicolas	31	Bulk	01	General
Transatlanta	23	Ballast	23	Bulk
Vancouver City	05	Bulk	07	Ballast
Vassijaure	29	Bulk	29	Ballast
Venore	04	Bulk	04	Ballast
Venore	13	Bulk	13	Ballast
Venore	22	Bulk	22	Ballast
Venore	31	Bulk	31	Ballast
Veragua	24	General	None	
Winchester	19	Bulk	None	
Ines	None		21	Bulk
Portmar	None		03	General
Semar	None		29	General
[redacted]mar	None		21	General

[fol. 4397]

4397

3223

NOVEMBER

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
African Patriot	21	Gen	21	Gen
African Sun	24	Gen	24	Gen
Agia Thalassini	17	Bulk	19	Ballast
Agnete Torm	26	Bulk	28	Bulk
Alba	16	Bulk	16	Ballast
Alcoa Ranger	09	Gen	09	Gen
Alcoa Ranger	30	Gen	12-5-55	Gen
American Miller	27	Gen	27	Gen
American Reporter	08	Gen	08	Gen
American Shipper	25	Gen	25	Gen
American Starling	10	Bulk	None	
Amerocean	12	Bulk	22	Bulk
Andria	21	Gen	21	Gen
Anna C.	18	Ballast	18	Bulk
Astron	23	Ballast	23	Bulk
Atenas	21	Bulk	21	Ballast
Atje Jay S.	07	Ballast	07	Bulk
Atla Empre	05	Ballast	08	Bulk
Aztec	25	Gen	25	Ballast
Bali	25	Gen	25	Gen
Baltore	05	Bulk	05	Ballast
Baltore	17	Bulk	17	Ballast
Barbara	21	Bulk	21	Bulk
Berna	25	Bulk	28	Ballast
Bertha Entz	13	Bulk	13	Ballast
Birgette Torm	22	Gen	23	Gen
Bomi Hills	12	Bulk	12	Ballast
Bonito	30	Bulk	30	Ballast
Botne	12	Ballast	12	Bulk
Boy	07	Bulk	None	
Callisto	08	Ballast	10	Bulk
Cape Adan	29	Bulk	12-12-55	Bulk
Cape Palma	26	Ballast	26	Bulk
Cape Biebu	28	Bulk	28	Ballast
Cape Farmakios	14	Bulk	14	Ballast
Carl Fisse	06	Ballast	06	Bulk
Chateaugay	03	Bulk	03	Ballast
Chilore	08	Bulk	08	Ballast
Chilore	16	Bulk	16	Ballast
Chilore	27	Bulk	26	Ballast
Christ Olden Dorf	22	Ballast	23	Bulk
Christos	02	Bulk	04	Ballast
Ciudad De Barquisimeto	21	Gen	21	Gen
Ciudad De Maracaibo	21	Gen	21	Gen
Comet	28	Ballast	12-3-55	Bulk
Concordia Sky	25	Gen	25	Gen

3224 [fol. 4398]

4398

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Creator	27	Ballast	27	Bulk
Cubore	11	Bulk	11	Ballast
City of Rochester	26	Gen	26	Gen
Dagfreo	29	Bulk	None	
Delphin	10	Ballast	15	Bulk
Dimosthenis Pantaleon	09	Bulk	09	Ballast
Dolores	14	Bulk	14	Ballast
Dunelmia	29	Ballast	01	Bulk
Eagle	30	Bulk	03	Bulk
Eian Marlu	26	Bulk	26	Ballast
Elisa Camp	27	Ballast	27	Bulk
Enduro	26	Bulk	26	Ballast
Epos	07	Bulk	14	Ballast
Everest	28	Bulk	12-9-55	Bulk
Evimar	29	Ballast	12-1-55	Bulk
Exchequer	21	Gen	21	Gen
Exford	25	Gen	25	Gen
Exporter	23	Gen	25	Gen
Falkenstein	19	Bulk	19	Ballast
Feralis	15	Ballast	15	Bulk
Feltore	07	Bulk	07	Ballast
Feltore	15	Bulk	15	Ballast
Feltore	25	Bulk	25	Ballast
Ferngrove	22	Gen	22	Gen
Frame ;en	08	Gen	10	Gen
George	08	Ballast	12	Bulk
George Flame	23	Bulk	23	Ballast
Gerdan Dan	25	Gen	25	Gen
Greenwich	16	Ballast	16	Bulk
Gunvor Bravig	26	Gen	26	Gen
Hendrik-Okko-Fissure	23	Ballast	23	Bulk
Ingleby	18	Bulk	18	Ballast
Irene M.	14	Ballast	14	Bulk
Irene Star	03	Bulk	None	
Jean	17	Bulk	17	Ballast
John Star	19	Bulk	19	Ballast
Karen Reed	07	Ballast	10	Bulk
Kehrea	07	Ballast	10	Bulk
Khedive Ismail	25	Gen	25	Gen
Kostis	08	Ballast	12	Bulk
Leopold L. D.	22	Gen	23	Gen
Leoville	25	Gen	25	Gen
Loppersum	14	Ballast	19	Bulk
Mai Rickmers	26	Ballast	30	Bulk
Majorka	26	Gen	26	Gen
·ore	03	Bulk	03	Ballast
Marore	13	Bulk	13	Ballast
Marore	22	Bulk	22	Ballast

[fol. 4399]

4399

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Moise Bay	11	Bulk	11	Ballast
Mormac Dale	24	Gen	24	Gen
Mormacowl	26	Gen	26	Gen
Nabob	21	Gen	23	Gen
National Leader	04	Bulk	04	Ballast
Nico	28	Ballast	30	Bulk
Normundo	25	Gen	25	Gen
Noutsi	28	Bulk	28	Bulk
Nyon	07	Ballast	12	Bulk
Ore Chief	25	Bulk	25	Ballast
Ore Mar	06	Bulk	06	Ballast
Ore Mar	30	Bulk	30	Ballast
Orford	01	Bulk	02	Ballast
Orotava	23	Gen	23	Ballast
Oscar Sinigaglia	18	Bulk	18	Ballast
Ourania Gounares	14	Bulk	14	Ballast
Pegor	12	Ballast	16	Bulk
Peter Star	18	Bulk	18	Gen
Phaex II	30	Ballast	12-8-55	Bulk
Poona	12	Ballast	17	Bulk
Probitas	07	Bulk	10	Bulk
Raunala	02	Bulk	02	Ballast
Rio Araza	21	Gen	21	Gen
Rio Mar	14	Bulk	18	Bulk
Ronda	22	Gen	22	Gen
Samos	14	Ballast	18	Bulk
San Felice	12	Bulk	12	Ballast
San Marco	01	Bulk	05	Bulk
Santore	15	Bulk	15	Ballast
Santos	23	Gen	26	Gen
Sarah Bowater	22	Gen	22	Gen
Saxon	29	Ballast	12-2 55	Bulk
Seafaith	01	Ballast	09	Bulk
Sebastiano Vewier	10	Ballast	12	Bulk
Sirius	25	Gen	25	Ballast
St Lo	10	Gen	11	Gen
Staholm	14	Bulk	16	Ballast
Stella	28	Ballast	30	Bulk
Surova	14	Bulk	15	Ballast
Swainby	09	Ballast	09	Bulk
Teespool	18	Bulk	18	Ballast
Telamon	21	Gen	21	Gen
Thor Odland	04	Gen	04	Gen
Tida Holm	22	Gen	22	Gen
Transatlanta	28	Ballast	28	Bulk
[illegible]ua	30	Gen	None	
[illegible]nion Power	25	Bulk	25	Ballast
Venore	09	Bulk	09	Ballast
Venore	18	Bulk	25	Ballast

3226
[fol. 4400]

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Victoria Marn	21	Gen	21	Gen
Winchester	26	Bulk	None	
Yamasato Maru	23	Gen	23	Gen
Zeneize	14	Bulk	14	Ballast
Alcoa Partner	N		26	Gen
Alcoa Runner			22	Gen
Angelita	O		22	Gen
Flomar			23	Gen
Marymar	N		12	Gen
Massmar			11	Gen
Mojavae	E		04	Bulk
Penmar			30	Gen
Texmar			05	Gen

4401

[fol. 4401]

DECEMBER

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Acl	05	Ballast	10	Bulk
Afros	22	Bulk	22	Ballast
Akka	10	Bulk	10	Ballast
Alexandros Koryziz	29	Bulk	29	Ballast
Amste Ikroon	06	Ballast	15	Bulk
Amstelpark	01	Ballast	03	Bulk
Andre	08	Bulk	08	Ballast
Ania	12	Ballast	12	Bulk
Anna C.	23	Ballast	23	Bulk
Antipolis	31	Ballast	31	Bulk
Arcturus	05	Ballast	05	Gen
Assimina K.	09	Ballast	09	Bulk
Atenas	16	Gen	16	Ballast
Atje Ray S.	29	Ballast	29	Bulk
Atla Empire	10	Ballast	15	Bulk
Atlantic Sea	10	Ballast	10	Bulk
Aurora	01	Bulk	08	Ballast
Ayia Markella	09	Ballast	09	Bulk
Baltore	12	Bulk	12	Ballast
Bischofstor	29	Ballast	29	Bulk
Brede	14	Bulk	14	Ballast
Callisto	27	Ballast	30	Bulk
Canadian Conqueror	16	Bulk	20	Ballast
Candida	31	Bulk	31	Ballast
Cessare Battisti	30	Bulk	30	Ballast
Chilore	07	Bulk	15	Ballast
Chilore	26	Bulk	26	Ballast
Cittadi Palermo	07	Ballast	14	Bulk
Ciudad De. Ibaque	03	Gen	03	Gen
Classic	06	Ballast	09	Bulk
Cubore	06	Bulk	06	Ballast
Cubore	17	Bulk	17	Ballast
Cubore	29	Bulk	29	Ballast
Diamantis Pateras	27	Ballast	31	Bulk
Eilenau	05	Ballast	08	Bulk
Elna "2"	19	Bulk	19	Ballast
Enduro	21	Bulk	23	Ballast
Essex Trader	05	Bulk	08	Bulk
Fairwater	12	Bulk	13	Ballast
Feltore	20	Bulk	20	Ballast
Feltore	31	Bulk	31	Ballast
Florida	29	Bulk	None	
Geert Howaldt	05	Ballast	05	Bulk
Geneve	30	Bulk	None	
Georges S.	07	Bulk	09	Ballast

3698
[fol. 4402]

4402

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Graiglwyd	01	Ballast	09	Bulk
Greenhurst	16	Ballast	22	Bulk
Haralampos Hadjipateras	05	Ballast	16	Bulk
Harold T. Andrews	19	Ballast	21	Bulk
Harpathian	19	Ballast	20	Bulk
Ines Corra	05	Bulk	07	Ballast
Italico	21	Bulk	21	Ballast
Ivor Isobe	01	Ballast	08	Bulk
Jimmy Marsano	27	Bulk	27	Ballast
Kent County	19	Bulk	22	Bulk
Kostis	27	Ballast	29	Bulk
Lagos Ontatar	09	Bulk	09	Ballast
Maria G. Culucundis	14	Ballast	16	Bulk
Maria "2"	09	Bulk	09	Ballast
Marore	03	Bulk	03	Ballast
Marore	15	Bulk	22	Ballast
Melida	24	Bulk	24	Ballast
Mentor	27	Bulk	28	Ballast
Messathouri	20	Ballast	23	Bulk
Michael G.	31	Ballast	31	Bulk
Moise Bay	16	Bulk	16	Ballast
Mycenae	08	Bulk	08	Ballast
Nazario Sauro	29	Bulk	29	Ballast
Nereus	21	Ballast	29	Bulk
Nevada	08	Ballast	08	Bulk
Ninetto Gavarone	04	Bulk	04	Ballast
Norlanda	18	Bulk	18	Ballast
Nyon	27	Ballast	29	Bulk
Omnium Freighter	02	Bulk	02	Ballast
Omnium Trader	17	Bulk	21	Ballast
Oremar	10	Bulk	10	Ballast
Oremar	22	Bulk	22	Ballast
Osprey	01	Bulk	01	Ballast
Panaghia	06	Ballast	06	Bulk
Pelops	12	Ballast	16	Bulk
Polamhall	13	Ballast	13	Bulk
Nordstern	08	Ballast	09	Bulk
Rautas	08	Bulk	08	Ballast
Royal Emblem	08	Ballast	14	Bulk
Saggat	05	Bulk	05	Ballast
San Panteleimon	19	Ballast	22	Bulk
Santore	05	Bulk	05	Ballast
Santore	29	Bulk	29	Ballast
Sarek	24	Bulk	24	Ballast

[fol. 4403]

4403

3220

SHIPS NAME IN FULL	ENTRANCE DATE	TYPE OF CARGO	CLEARANCE DATE	TYPE OF CARGO
Scotia	02	Ballast	02	Bulk
Sea Fisher	02	Bulk	02	Ballast
Sinu	20	Ballast	28	Gen
Siram	20	Bulk	20	Ballast
Stahdlm	08	Gen	08	Gen
Stavros	05	Bulk	07	Ballast
Swainby	27	Ballast	30	Bulk
Tarfala	21	Bulk	21	Ballast
Tern	27	Bulk	27	Ballast
Thunderbird	12	Bulk	19	Bulk
Tunisha	23	Bulk	None	
Union Trader	29	Bulk	29	Ballast
Venore	05	Bulk	05	Ballast
Venore	16	Bulk	16	Ballast
Villa Mari	30	Bulk	30	Ballast
Hudson River	24	Bulk	24	Ballast
Alamar	None		15	Gen
Alcoa Ranger	"		31	Gen
Alcoa Runner	"		23	Gen
Edgar F. Luckenbach	"		06	Gen
Portmar	"		07	Gen
Steel Scientist	"		17	Gen
Yorkmar	"		10	Gen

3230
[fol. 4404]

I.C.C. Exhibit No. 107

EXHIBIT NO. (A-3)
I&S DOCKET 6615
WITNESS: EDWARD K. LAUX

TYPICAL DRY BULK VESSELS OPERATING IN WORLD TRADE, CARGO MOVEMENTS OF ORE, GRAIN, CLAY, SULPHUR, COAL, SUGAR, SCRAP, ETC., AND THEIR DEAD WEIGHT CARRYING CAPACITY. VESSELS OF THIS DESIGN AND USE ARE ALSO CAPABLE OF CARRYING MACHINERY OF EXTRAORDINARY WEIGHTS, RAILROAD LOCOMOTIVES AND ROLLING EQUIPMENT SET UP BESIDES TRUCKS, BUSES AND OTHER VEHICLES.

[fol. 4405]

VESSEL	DEAD WEIGHT TONS	CLASS	TYPE
Ore Chief	60,000	Ore	Bulk Carrier
Ore Titan	60,000	Ore	Bulk Carrier
Ore Transport	60,000	Ore	Bulk Carrier
Sinclair Petrolore	56,089	Ore or Oil	Bulk Carrier & Tanker
Cosmic	46,673	Ore or Oil	Bulk Carrier & Tanker
Ore Prince	44,675	Ore	Bulk Carrier
Ore Monarch	44,632	Ore	Bulk Carrier
Ore Regent	44,632	Ore	Bulk Carrier
Feltore	32,449	Ore	Bulk Carrier
Ore Convey	30,645	Ore	Bulk Carrier
Chilore	24,427	Ore	Bulk Carrier
Marore	24,427	Ore	Bulk Carrier
Oremar	24,427	Ore	Bulk Carrier
Santore	24,427	Ore	Bulk Carrier
Venore	24,251	Ore	Bulk Carrier
Baltore	23,909	Ore	Bulk Carrier
Cubore	23,909	Ore	Bulk Carrier
Hawaiian	20,552	Ore or Oil	Bulk Carrier & Tanker
California	20,521	Ore or Oil	Bulk Carrier & Tanker

Source: Record of the American Bureau of Shipping 1957 issued by the American Bureau of Shipping.

4405

3231

I.C.C. Exhibit No. 107

EXHIBIT NO. (A-4)
I&S DOCKET 6615
WITNESS: Edward K. Laux

LISTING OF CRUISE VESSELS AND COMBINATION PASSENGER AND FREIGHT VESSELS, ABSTRACTED FROM WITNESS HAMILL'S EXHIBIT WSH-1, SHOWING THE NUMBER OF VOYAGES OF EACH SHIP FROM NEW YORK DURING THE PERIOD OF JULY 1955 TO DECEMBER 1955; AND THE PASSENGER CAPACITY OF EACH OF THESE SHIPS

THESE VESSELS ARE NOT OPERATED TO OR FROM BALTIMORE

TOTAL NUMBER OF VOYAGES CONSISTED OF 399 SAILINGS

These lists show the names of passenger or combination passenger and freight vessels abstracted from Witness Hamill's Exhibit WSH-1, the number of voyages each vessel made from New York during the period July 1955 to December 1955, and the passenger capacity of each of these vessels. Many of them accommodate a substantial number of passengers, requiring fast turnaround and frequent voyages by steamship management. The vessels listed on page 4 are combination freight and passenger but are not within the same class as the luxury liners listed on pages 2 and 3.

4406

PASSENGER VESSELS

TOTAL NUMBER OF SAILINGS LISTED - 278

REFERENCE	NO. OF PASSENGERS	NAME OF VESSEL AND NUMBER OF SAILINGS	PAGE NO. OF THE HAMILL EXHIBIT SHOWING THE NAME OF THE VESSEL
		ONE SAILING	
B	950	Arosa Sun	27
A	883	Ascania	105
A	1201	Castel Felice	37
A	313	Israel	109
A	943	Ivernia	109
A	1400	Johan Van Oldenbarnevelt	57
A	927	Saxonia	122
A	800	Zuiderkruis	53
		TWO SAILINGS	
A	650	Jerusalem	4 48
		THREE SAILINGS	
A	800	Groote Beer	21 56 64
		FOUR SAILINGS	
B	932	Caronia	37 45 54 90
A	1382	Saturnia	34 60 78 103
		FIVE SAILINGS	
A	800	Roma	15 51 68 95 112
A	1360	Vulcania	26 53 70 96 123
A	900	Westerdam	17 35 53 70 114
		SIX SAILINGS	
A	924	Berlin	36 54 71 89 106 18
A	993	Britannic	8 28 45 63 80 98
B	1498	Conte Biancamano	19 37 55 81 98 116
A	707	Flandre	10 20 38 56 64 82
A	1542	Italia	11 48 65 109 83 31
A	1369	New York	23 40 58 76 93 111
A	1587	Queen Frederica	14 33 51 68 85 112
A	676	Stavangerfjord	25 43 60 78 95 113
B	556	Stockholm	6 34 52 69 86 113

[fol. 4407]

PASSENGER VESSELS

REFERENCE	NO. OF PASSENGERS	NAME OF VESSEL AND NUMBER OF SAILINGS	PAGE NO. OF THE HAMILL EXHIBIT SHOWING THE NAME OF THE VESSEL
		SEVEN SAILINGS	
A	1800	Andrea Doria	1 18 36 62 79 88 105
B	988	Constitution	19 29 46 55 90 98 116
A	1248	Cristoforo Colombo	29 37 55 72 81 99 117
A	1660	Ile de France	11 21 39 48 56 74 118
B	828	Kungsholm	12 22 39 57 83 75 100
A	1300	Nieuw Amsterdam	23 40 50 67 76 93 111
B	1307	Olympia	13 32 50 67 84 102 120
A	900	Ryndam	25 33 42 77 77 95 112
		EIGHT SAILINGS	
A	1060	America	7 17 35 44 61 70 88 114
B	900	Maasdam	12 31 31 49 66 84 101 119
B	1157	Mauretania	12 22 32 49 58 66 84 119
B	646	Oslofjord	13 32 50 67 85 94 102 120
		NINE SAILINGS	
B	988	Independence	11 21 39 57 65 83 92 109 118
A	1502	Liberte	12 31 40 48 57 66 83 92 101
		ELEVEN SAILINGS	
A	2233	Queen Elizabeth	14 33 41 51 59 68 77 85 94 103 112
		TWELVE SAILINGS	
C	427	Ocean Monarch	13 23 32 50 84 94 94 102 102 111 111 120
A	1957	Queen Mary	14 24 33 41 51 59 68 77 85 94 103 112
A	2000	United States	16 26 35 43 52 61 69 78 87 96 104 114
		FIFTEEN SAILINGS	
C	500	Nassau	13 13 23 23 32 32 40 40 49 50 58 76 76 84 111
		TWENTY SAILINGS	
C	728	Queen of Bermuda	5 14 14 24 24 24 33 33 33 41 41 51 59 59 68 68 77 77 85 85

EXPLANATION OF REFERENCE LETTERS:

A Passenger Vessel (some freight)
B Passenger Vessel (some freight) also cruise vessel in off season
C Primarily Cruise Vessel

3234 [fol. 4408]

4408

COMBINATION FREIGHT AND PASSENGER VESSELS

TOTAL NUMBER OF SAILINGS LISTED - 121

REFERENCE		NO. OF PASSENGERS	NAME OF VESSEL AND NUMBER OF SAILINGS	PAGE NO. OF THE HAMILL EXHIBIT SHOWING THE NAME OF THE VESSEL
			ONE SAILING	
*	A	78	Mohamid Ali El Kebir	23
	B	116	Rio Jachal	33
			TWO SAILINGS	
*	A	750	Columbia	55 81
	B	116	Rio Tunuyan	86 121
*	A	52	Santa Maria	86 113
			THREE SAILINGS	
	A	52	Santa Cecilia	34 51 103
			FOUR SAILINGS	
	B	353	Covadonga	19 55 81 90
*	B	353	Guadalupe	30 56 99 108
	B	116	Rio de la Plata	15 42 77 112
*	B	52	Santa Clara	15 42 86 112
	A	52	Santa Luisa	25 51 78 103
*	B	52	Santa Monica	25 51 78 103
*	B	52	Santa Sofia	34 60 95 122
			FIVE SAILINGS	
	B	555	Argentina	45 62 79 97 105
	A	150	Noordam	23 41 58 76 120
	A	52	Santa Barbara	15 42 68 95 122
	A	52	Santa Isabel	15 42 68 95 122
	A	52	Santa Margarita	5 34 60 86 112
			SIX SAILINGS	
	A	250	Media	22 40 75 110 93 58
			SEVEN SAILINGS	
	A	250	Parthia	14 33 50 67 85 102 120
			NINE SAILINGS	
	B	280	Ancon	7 27 35 53 62 79 88 105 115
	B	280	Cristobal	3 19 29 46 64 72 90 98 116
			THIRTEEN SAILINGS	
	B	225	Santa Paula	15 25 34 42 51 60 68 78 86 95 103 113 122
	B	225	Santa Rosa	15 25 34 42 51 60 68 78 86 95 103 113 122

EXPLANATION OF REFERENCE LETTERS:

A Passenger Vessel (some freight)

B Passenger Vessel (some freight) also cruise vessel in off season

* Indicates that these vessels are listed in Hamill Exhibit WSH-1 as

[fol. 4409]

4409

3235

I.C.C. Exhibit No. 107

EXHIBIT NO. (A-5)
I&S Docket No. 6615
Witness: Edward K. Laux

EXCERPTS FROM THE JOURNAL OF COMMERCE "IMPORT DAILY REPORTING CARGOES ENTERED AND DISCHARGED" AND EXCERPTS FROM "EXPORT DAILY REPORTING OUTWARD CARGOES LOADED" AT THE PORT OF NEW YORK BY TYPICAL PASSENGER OR CRUISE VESSELS.

Dead weight tons of 2,240 pounds and cubic measurement tons of 40 cubic feet covering the ships shown below for the cargo listings of the vessels included in this exhibit as outward cargo exports and entered cargo imports

3236 [fol. 4410]

IMPORT

Name of Ship	See Page	Date	House Flag	Dead Weight Tons	Measurement Tons
Media	6-7-8	2/23/58	The Cunard Steam-Ship Co., Ltd.	3,692	5,487
Parthia	12-13-14-15	3/8/58	The Cunard Steam-Ship Co., Ltd.	2,619	5,208
Queen Elizabeth	4	1/27/58	The Cunard Steam-Ship Co., Ltd.	186	550
Queen Mary	17-18	4/7/58	The Cunard Steam-Ship Co., Ltd.	157	386
United States (M-1)	3	1/30/58	United States Lines Co.	107	20,100
America (M-2)	9-10	3/3/58	United States Lines Co.	272	38,395
Ile de France	16-17	4/1/58	French Line Co.	263	392
Liberte	4-5	2/18/58	French Line Co.	390	770
Independence (M-3)	10-11	3/6/58	American Export Lines, Inc.	150	16,000
Constitution (M-4)	11-12	3/10/58	American Export Lines, Inc.	250	22,000
Santa Isabel	15	3/11/58	Grace Line, Inc.	5,100	9,000

EXPORT

Name of Ship	See Page	Date	House Flag	Dead Weight Tons	Measurement Tons
Media	20-21	2/28/58	The Cunard Steam-Ship Co., Ltd.	938	1,417
Parthia	22-23	3/14/58	The Cunard Steam-Ship Co., Ltd.	1,242	1,940
Queen Elizabeth	19	1/28/58	The Cunard Steam-Ship Co., Ltd.	196	677
Queen Mary	27	4/8/58	The Cunard Steam-Ship Co., Ltd.	156	315
United States (M-5)	19	2/3/58	United States Lines Co.	41*	13,385
America (M-6)	21	3/6/58	United States Lines Co.	205	28,165
Ile de France	26	4/4/58	French Line Co.	343	1,077
Liberte	20	2/18/58	French Line Co.	190	715
Independence (M-7)	21	3/8/58	American Export Lines, Inc.	50	4,500
Constitution (M-8)	22	3/12/58	American Export Lines, Inc.	200	17,000
Santa Isabel	23-24-25	3/14/58	Grace Line, Inc.	2,300	11,730

*-Automobiles accompanying passengers, no deadweight tons

United States Mail Carried in Addition to Cargo.

M-1 200 Deadweight tons or 40,000 Measurement tons.
M-2 126 Deadweight tons or 19,335 Measurement tons.
M-3 500 Sacks.
M-4 600 Sacks.
M-5 212 Deadweight tons or 44,365 Measurement tons.
M-6 387 Deadweight tons or 80,440 Measurement tons.
M-7 1,800 Sacks.
M-8 1,500 Sacks.

4411

[Vol. 4411]

BALTIMORE BATON ROUGE BOSTON GALVESTON GULFPORT HOUSTON LAKE CHARLES LONG BEACH, CALIF. LOS ANGELES MIAMI MOBILE NEWPORT NEWS

The Journal of Commerce

Import Daily

Detailed Daily Reports of Foreign Cargoes Entered at Leading U. S. Ports

NEW ORLEANS NEW YORK NORFOLK PHILADELPHIA PORT ARTHUR PORT EVERGLADES PORTLAND SAN FRANCISCO SAVANNAH SEATTLE W. PALM BEACH WILMINGTON, DEL.

VOL. 5 — 1,499 NEW YORK, FEBRUARY 6, 1958

SS UNITED STATES

(Am) Jan 30

(To: U S Lines — Pr 86, NB)

From Europe

No.	From
(74)	Bremerhaven, Germany
(74A)	Swiss cargo via Bremerhaven
(74B)	Southampton, Eng.
(74C)	Havre, France
(74D)	Swiss cargo via Havre

Chemicals

CHEMICALS—France
1-dr (28 kilos)—Failek Prod Inc (74C)
COLORS, ANILINE—Swiss
10 drs—Geigy Chem Corp. (74D)
EXTRACT, TANNING—Swiss
40 drs—Geigy Chem Corp. (74A)
PERFUMERY—France
2 cs—Coty Prod Corp. (74C)
5 cs—Gen Beauty Prod (74C)

Hides, Skins and Casings

LEATHER—England
1 cse dressed—Rohner Gehrig (74B)
LEATHER—France
8 ctns—Amer Expr (74C)
LEATHER—Germany
12 bxs—Donovan Indus. Inc. (74)

Foodstuffs

CHOCOLATE—Swiss
27 ctns—Intra Mar Shpg (74D)

Textiles

APPARELS—England
6 cs—Meadows Wye (74B)
9 cs—Inter Maritime Fwdg (74B)
1 cse—Royal Woolen Underwear Co (74B)
APPARELS—Germany
84 ctns cotton and nylon gloves—Wear Right Gloves, Inc. (74)
12 cs cotton and nylon gloves—Heemsoth Kerner Corp. (74)
3 pks kid gloves—H W Robinson (74C)
1 cse hosiery—R J Saunders (74A)
46 cs, 4 bxs leather shoes—Bally, Inc (74A)
BEADS, STONES—Germany
2 cs necklets, earrings—Perfect Pearl Co. (74)
2 cs imit stones—Du Cairs Imp Co (74)
2 cs imit jewelry, glass beads—S Stern Agency (74)
2 cs glassstones—W Heimann (74)
1 cse medals—Russell Uniform Co (74)
4 cs glassbeads—J E Bernard (74)
6 cs glassstones—H B Import Co (74)
1 cse imit glass stones—H W Robinson (74)
11 cs glass beads—Atlas Shpg (74)
10 cs beads, buttons & laces—Ehrbro Pearl Co (74)
3 cs glass, imit jewelry—But Casey (74)
5 cs necklaces, earrings—Theo L Stern (74)
5 cs imit stones, beads, 3 cs collars and earrings—H W Robinson (74)
1 cse imit faceted stones, 3 cs glassstones—H W Robinson (74)
23 cs glassstones—Thet rie & Victory (74)
BUTTONS—Germany
5 cs carded glass—Buss Bros (74)
5 cs carded glass—S Stern Henry (74)
4 ctns carded glass—B Blumenthal (74)
11 ctns carded glass—S Stern Henry (74)
9 ctns carded glass—S Stern Henry (74)
1 cse carded glass—B Schwanda (74)
COTTONS—Germany
3 bls—Curt Hagdke (74)
20 ctns—Vulmeline Imp Ltd (74)
1 pcl pce goods—Meadows Wye (74)
1 cse tissues—Taub, Hummel & Schnall (74)
COTTONS—Swiss
6 pks tissues—Stoffel & Co (74D)
3 pcks—Taub, Hummel & Schnall (47D)
20 pks tissues—Stoffel & Co (74A)
1 cse tissues—Penson & Co (74A)
7 cs tissues—M J Co bett (74A)
2 cs tissues—Order (74A)
2 cs tissues—Rohner Gehrig (74A)
3 pks—Intra Mar Shpg (74D)
6 cs tissues—J F McEvoy (74A)
1 cse—J J Gavin (74A)
1 cse tissues—Weidman & Godnecht (74A)
2 cs tissues—Stern Henry (74A)
COTTON YARN—Swiss
6 cs—Natural Nydegger Transport (74D)
EMBROIDERIES—Swiss
2 cs—Taub, Hummel & Schnall (74A)
HANDKERCHIEFS—Swiss
1 cse—Taub, Hummel & Schnall (74A)
HAT BRAIDS—Swiss
2 cs—H B Bedrick (74A)
1 cs—Arsland Schwab (74D)
6 cs—Champ Hats Inc (74A)
9 cs—Bankers Trust Co (74A)
25 cs—Lou I Lubin (74A)
LACES, CALAIS—England
1 cse—David E Schwab (74B)
3 cs—D L Peister (74B)
2 cs—Mart & Jack Laces (74B)
2 cs—D Strauss (74B)
1 cse Liberty Fabrics of NY Inc (74B)
2 cs—Korde Corp (74B)
3 cs—Stern & Stern Textiles Inc (74B)
1 cse—S Stern Henry (74B)
3 cs—Duchess Laces (74B)
2 cs—Foremost Laces (74B)
5 cs—Max Mandel Laces Inc (74B)
LACES—Calais
4 cs silk cotton rayon—Emil Katz (74B)
1 cse cotton—Klasson Lace Corp (74B)
LACES—France
2 cs—Klasson Lace Corp (74C)
RIBBONS—Swiss
7 bxs rayon—Natural Nydegger Transport (74D)
SILKS—Swiss
2 cs tissues—Gehrig Hoban (74A)
1 cse tissues—Emil Ernst & Traber Inc (74A)
STRAWBRAIDS—Swiss
6 cs—Order (74D)
14 bxs—Globe Shpg (74D)
40 bxs—Regal Novelty Co (74D)
9 cs—L & L Import Inc (74A)
6 cs—Accurate Millinery Co (74A)
TISSUES—Swiss
2 cs—Intra Mar Shpg (74A)

Fibers

FIBERS, VEGETAL—Swiss
23 bxs—Order (74A)

Building Materials

HARDWARE—Swiss
3 cs—Rohner Gehrig (74A)
3 cs steel screws (113 kilos)—Rohner Gehrig (74D)

Furnishings

CLOCKS—Swiss
9 cs—Vacheron & Constantin Le Coultre Watches Inc (74A)
GLASSWARE—Germany
2 cs—Bancora Trust Co (74)
12 cs—Penson & Co (74)

Miscellaneous

BEARINGS—Germany
30 cs roller (735 kilos)—Gehrig Hoban (74)
BOTTLE OPENERS—Germany
3 cs—Julius Feist (74)
BRASSWARE—Swiss
4 cs—S H Pomerance (74A)
BUCKLES—Germany
1 cse iron—B Schwanda (74)
CALENDARS—Swiss
6 cs—Intra Mar Shpg (74D)
CONTAINERS—England
6 ctns empty metal boxes—Amer Oceanic Fwdg Co. (74B)
DRAWING INSTRU—Germany
6 cs—Gramercy Guild Group, Inc. (74)
GENERAL MERCHANDISE—Germ.
13 cs—F C Gerlach (74)
GLASSES, OPTICAL—France
3 cs—Order (74C)
GRINDING WHEELS—Swiss
5 cs—Tyrolit Co. (74D)
IRON & STEEL TUBES—Swiss
5 cs (1 ton)—Intra Mar Shpg (74A)
JEWELRY, IMIT—Germany
10 cs—Coro, Inc (Germany
MACHINERY—England
2 cs cigarette packing—J M Rodgers (74B)
MACHINERY—Germany
2 cs parts for standard mill—Kurt Orban. (74)
1 cre shoe—Fortuna Machine Co. (74)
MACHINERY—Swiss
2 cs—Gehrig Hoban (74A)
3 cs parts—Rohner Gehrig (74A)
1 cse—Intra Mar Shpg (74A)
MACHINES, CALCULATING—Germb.
4 cs—Inter Maritime Fwdg. (74)
MICROSCOPES—Swiss
1 cse—Intra Mar Shpg (74D)
MISCELLANEOUS—France,
9 cs glasses, paintings, statues, terra cotta—Gimbel Bros. (74C)
MUSICAL INSTRUMENTS—Swiss
5 cs—Intra Mar Shpg (74A)
5 cs—Cohen-Plaat (74D)
NOVELTIES—Swiss
8 cs fancy goods boxes—Lep Transport Inc (74A)
OPTICAL GOODS—Germany
1 cse—Inter Maritime Fwdg (74)
PAINTINGS—France
2 cs—Wildenstein & Co. (74C)
PHOTO GOODS—Swiss
4 cs camera parts and screws, 5 cs parts, screws, electr connector (Delur Camera Corp. (74D)
PLASTIC GOODS—Germany
6 cs—Criterion Bead & Novelty Corp (74)
RECORDS—England
17½ ctns—Bennett Intern Fwds (74B)
SCULPTURES—France
1 cse—Salomon Guggenheim Museum (74C)
SEAM RIPPERS—Germany
1 cs—Dorf Intern (74)
STEELWARE—Germany
3 cs—Prugat & Co (74)
2 cs—Grifton Cutlery Corp (74)
3 cs—Julian Sheldon Div (74)
STRAW, ART—Swiss
20 cs—Order (74A)
1 bxs—Order (74D)
TEETH, ART—Germany
2 pks—Charles B Schwed (74)
TOYS—Germany
10 ctns rubber—J S Sherman Import Co (74)
WALLPAPER—Swiss
1½ ctns—Salubra Sales Corp (74D)
WATCHES, METAL—Swiss
2 cs—Cohen-Plaat (74D)
WATCH MOVEMENTS—Swiss
2 bxs—Rohner Gehrig (74D)
WOODENWARE—Germany
3 cs—Phoenix Shpg (74)

4412

3238 [fol. 4412]

VOL. 5 — 1,503 IMPORT DAILY NEW YORK, FEBRUARY 10, 1958

SS QUEEN ELIZABETH
(Br) Jan 27

(Add'l Cargo—Post Entry)
(To: Cunard Line—Pier 90, NR)

From United Kingdom

No. From
(59)——Havre via Southampton
(59A)——Swiss Cargo via Southampton

Chemicals

GLUE—Swiss
1 cse dry—Gehrig Hoban (59A)
MEDICINALS—Swiss
51 ctns—Rohner Gehrig (59A)

Textiles

APPARELS—France
97 [illegible] leather handbags—Express Fwdg (59)
1 [illegible] handbags—Penson & Co (59)
1 cse handbags—H W Robinson (59)
1 cse handbags—Globe Shpg Co(59)
APPARELS—Swiss
127 pcs knitwear, 15 pcs hosiery, 1 pcl shirts—Bernhard Altmann (59A)
COTTONS—France
4 bls—Intermaritime Fwdg Co (59)
COTTONS—Swiss
3 pcs—Rohner Gehrig (59A)
9 bls—Rohner Gehrig (59A)
9 bls tissues—C A Haynes (59A)
8 bls tissues—Gehrig Hoban (59A)
1 cse tissues—Barnett Intern (59A)
10 pks tissues—M J Corbett (59A)
1 cse tissues—S Stern Henry (59A)
5 bls—V T Mancusi (59A)
6 pcs—Taub Hummel & S (59A)
11 pcs—M J Corbett (59A)
FLOWERS, ART—France
1 cse—Intern Expeditors (59)
1 pcs cotton—Taub Hummel & S (59A)
3 cs cotton—Taub Hummel & S (59A)
6 pcs cotton—Taub Hummel & S(59A)
RAYONS—Swiss
4 cs—Grayblock Ribbon Co (59A)
1 cse tissues—Gehrig, Hoban (59A)
19 cs—J D Smith (59A)
3 cs—S Stern Henry (59A)
RAYON YARN—France
3 cs, 1 ctn—Reynolds Yarns (59)
RIBBONS—France
3 cs rayon velvet—Murray Lesser (59)
STRAWBRAIDS—Swiss
3 cs—Rohner Gehrig (59A)
9 cs—Armand Schwab (59A)
TISSUES—France
6 cs—F H Paul & Stein Bros (59)
TRIMMINGS—France
1 cse—S H Pomerance (59)
TULLE—France
2 cs—Gallagher & Ascher (59)
6 pks—Leading Fwdg (59)
WOOLENS—France
7 cs, 1 bale—Lep Transport (59)
2 cs—H W Robinson (59)
4 pks knit fabrics—R J Saunders (59)
WOOLENS—Swiss
4 cs—Robinson & Golluber (59A)

Fibers

HAIR, ANGORA—France
60 bgs—Bankers Tr Co (59)

Building Materials

HARDWARE—Swiss
1 pcl—Gerhig Hoban (59A)

Furnishings

GLASSWARE—France
4 cs jars—Amer Express (59)

Miscellaneous

ENGINE SPARES—France
31 cs—Leading Fwdg Co (59)
INSTRUMENTS—Swiss
1 cse—Rohner Gehrig (59A)
LEATHER GOODS—Swiss
1 cse—Hensel Bruckmann & L (59A)
MACHINERY—France
1 cse spares—Order (59)
MACHINERY—Swiss
11 cs—Rohner Gehrig (59A)
3 cs parts—Rohner Gehrig (59A)
1 cse pts—Cosmos Shpg Co (59A)
8 cs parts—Gehrig Hoban (59A)
MUSICAL INSTRUMENTS—France
3 cs—J E Bernard (59)
MUSICAL INSTRUMENTS—Swiss
13 cs—Rohner Gehrig (59A)
MUSICAL MOVEMENTS—Swiss
45 cs—Thorens Co (59A)
1 cse—Gehrig Hoban (59A)
10 cs—Natural Nydegger (59A)
PERIODICALS—France
1 cse, 6 bls—Paris Book Center (59)
2 cs—French & European Publications (59)
TRINKETS—France
8 cs—Ducaire Import Co (59)
WATCHES—Swiss
6 cs—Cohen-Plaat (59A)

VOL. 6 — 1,510 IMPORT DAILY NEW YORK, FEBRUARY 20, 1958

SS LIBERTE
(Fr) Feb. 18

(To: French Line—Pier 88 NR)

From Europe

No. From
(16)——Havre, France

Chemicals

CARMIUM OXIDE—France
10 cans—Order (16)
CELLULOSE ACETATE SHEETS—France
53 cs—Inter Maritime Fwdg (16)
CHEMICALS—France
18 cs (1,493 kilos)—Givaudan-Delawanna Inc (16)
1 cse (70 kilos)—Lo Curto & Funk (16)
4 cs, 61 drs (2,718 kilos)—Inter Maritime Fwdg (16)
CHEMICALS—Swiss
1 cse (45 kilos)—Alltransport Inc (16)
COLORS, ANILINE—France
34 drs, 1 bag (4,468 kilos)—Sandos Inc (16)
GLUE—Swiss
1 ctn—W N Procter (16)
MAGNESIUM FORMATE—France
2 bgs—Inter Maritime Fwdg (16)
OILS, COMPOUND—France
3 cs with alcohol—Bournois Inc (16)
OIL, ESSENTIAL—France
1 cse—Leading Fwds (16)
1 cse—Order (16)
OIL, YLANG YLANG—France
1 cse—Compagnie Parento (16)
1 cse—Order
2 kegs—Coty Prod Corp (16)
PERFUMERY—France
1 cse—Gehrig Hoban (16)
17 cs—Gen Beauty Prod (16)
2 cs—Guerlain (16)
7 cs—Covey Air Express (16)
4 cs—Covey Air Express (16)
30 cs—Guaranty Trust Co (16)
2 cs—Barnett Intern Fwdg (16)
PERFUMES—France
3 cs—Order (16)
PERFUMES, SYNTH—France
36 cs—Firmenrich Inc (16)
PHARMACEUTICALS—France
1 cse (2½ kilos)—Sandos Inc (16)
PLANT EXTRACT—Swiss
30 demijohns, 5 ctns—Order (16)
TALC—France
1 cse—Guerlain (16)

Hides, Skins and Casings

LEATHER—France
20 bls—Amer Expr (16)
3 cs, 1 bale—H Lowenstein (16)
SKINS—France
1 cse—Dofan Handbag Co (16)
13 cs pelts—F L Kraemer (16)
SKINS, CROCODILE—France
1 cse—Order (16)
SKINS, RABBIT—France
30 bls raw—Marine Midland Trust Co (16)
10 bls dressed—Irving Trust Co (16)
5 bls raw—Order (16)
SKINS, SEAL—France
1 cse—Order (16)

Foodstuffs

CHEESE—France
60 cs, 20 bxs—Otto Roth (16)
354 cs—Schratter Import (16)
504 cs, 15 pxs—Inter Maritime Fwdg (16)
6 cs—W J Byrnes (16)
4 cs—Hensel, Bruckman & Lorbacher (16)
333 rolls—Order (16)
CONFECTIONERY—Swiss
2 cs—Schmidt & Co (16)
JAM—Swiss
4 ctns—R H Macy (16)
MUSHROOMS, CANNED—France
450 ctns—Nordic Trdg (16)
450 ctns—Amer Rotandi Food (16)
MUSTARD—France
140 ctns—Bruno Scheidt (16)
SHALLOTS—France
30 cs—Order (16)
VINEGAR—France
40 cs—Andre Frost (16)

Metals and Ores

BRASS—France
4 cse perforated sheets (123 kilos)—Pyramid Screen Co (16)
STEEL—France
1 cse sheets (17 kilos)—Pyramid Screen Co (16)

Wines & Liquors

BENEDICTINE—France
1,000 ctns—Julius Wile Sons (16)
CHAMPAGNE—France
10 cs—Chase Manhattan Bank (16)
80 ctns—Segermann Bicum (16)
110 cs—Excelsior Wine & Spirits (16)
25 cs—Order (16)
400 ctns—Al Brands, Inc (16)
LIQUORS—France
30 cs—Capitol Distr Corp (16)
SHERRY—France
30 cs—Amer Shpg (16)
WINES—France
300 cs—Roofland Corp (16)
120 cs—Al Bichel (16)
200 ctns—Amer B & D Co (16)
200 ctns—Julius Wile Sons (16)
650 ctns—Henri Wines (16)

Textiles

APPARELS—France
604 ctns handbags—Dofan Handbag Co (16)
1 cse bags, 1 cse skin gloves—Gimbel Bros (16)
5 pks handbags—Leading Fwds (16)
4 cs hosiery—R J Saunders (16)
25 ctns rubber shoes—Order (16)
21 cs shoes—Leading Fwds (16)
2 cs socks—Meadows Wye (16)
2 cs socks, stockings, gowns—Imp Exp Dept, Railway Express Agency (16)
8 ctns socks—Inter Maritime Fwdg (16)
214 pks hosiery—Hensel, Bruckman & Lorbacher (16)
APPAREL—Swiss
3 cs hats—W J Byrnes (16)
5 ctns ladies' hats—Chem Bank (16)
55 cs shoes—Lucy Co (16)
3 pks scarves—Saar & Beards (16)
6 pks scarves—A J Nethe (16)
CANVAS—Swiss
1 cse cotton—Van Blankenstyn (16)
COTTONS—France
6 cs—Order (16)
2 cs—Gehrig & Co (16)
61 pks tissues—Penson & Co (16)
1 cse, 1 bale tissues—Leading Fwds (16)
3 pks tissues—S Stern Henry (16)
1 cse tissues—Globe Shpg (16)
22 pks—M J Corbett (16)
15 pks—Taub, Hummel & Schnall (16)
8 cs tissues—Taub, Hummel & Schnall (16)
9 bls—Hensel, Bruckman & Lorbacher (16)
10 bls tissues—Overton Co (16)
5 pks—S H Pomerance (16)
3 bls, 7 cs—Order (16)

Continued

[fol. 4413]

4413

Continued

SS LIBERTE

1 cse—Taub, Hummel & Schnall (16)
3 cs—Rohner Gehrig (16)

COTTONS—Swiss
1 cse tissues—Amer Bamber Trdg (16)
12 ctns pce goods—Order (16)
3 bls knitting—Alltransport Inc (16)
2 cs tissues—Troy Shirt Markers Guild Inc (16)
23 bxs—Stern & Stern Textiles (16)
9 pcls pce goods—Alltransport Inc (16)
6 cs pce goods—Chase Manhattan Bnk (16)
13 bls pce goods—Order (16)

COTTON THREADS—France
20 cs—Adrien Maj (16)

COTTON THREAD—Swiss
10 cs—Order (16)
1 cse—A C Weber (16)
3 ctns—John D Ritz (16)

EMBROIDERIES—Swiss
1 cse—Order (16)
2 pks—Swiss Bank Corp (16)

FLOWERS, ART—France
197 ctns—Stern Henry (16)
2 cs—S Stern Henry (16)
2 cs—Order (16)
3 cs—Intern Expediters (16)

FLOWERS, ART—Swiss
10 crts—Order (16)

HANDKERCHIEFS—France
1 cse—Railway Express Agency (16)

HAT BRAIDS—Swiss
1 cse—Penson & Co (16)

LACES—France
1 cse—Klason Lace Corp (16)
9 cs, 3 bls—Stern & Stern Textiles (16)
3 cs—D Strauss (16)
3 cs—Irving Tr Co (16)
1 cse—J Corbett (16)
1 cse—Mort & Jack Isaacs (16)
2 cs cotton—Lorde Corp (16)
4 cs—Emil Katz (16)
1 cse—Franken Trimming Co (16)

NYLON YARNS—France
6 ctns—D C Andrews (16)
4 ctns—Order (16)
3 bls tissues—Greenhall Bros (16)
10 pks—S Stern Henry (16)
3 pcls—J D Smith Interocean (16)
1 cse—Grayblock Ribbon Co (16)
3 pks—S H Pomerance (16)

RIBBONS—France
7 cs—French Velvets Inc (16)
42 pks velvet—Progressive Ribbon Fabric (16)
6 pcls velvet—Bankers Trust Co (16)
1 cse velvet—Gehrig Hoban (16)

RIBBONS—Swiss
9 ctns—Natural Nydegger Transport (16)

SILKS—France
5 ctns—S Stern Henry (16)
2 cs tissues—Inter Maritime Fwdg (16)
5 pks—S H Pomerance (16)

SILKS—Swiss
2 cs tissues—Alltransport Inc (16)
2 pks tissues—H W Robinson (16)

THREAD, SYNTH—Swiss
124 bgs, 14 cs—Inter Maritime Fwdg (16)

TISSUES—France
2 cs fiber—Order (16)
2 cs—Chem Bnk (16)
6 pks—O Moravetz (16)
5 pks—French Line (16)
1 cse, 7 bls—H W Robinson (16)
2 pks—Otto Moravetz (16)
4 pks—C M Gourdon (16)

TISSUES—Swiss
5 cs—Order (16)
2 cs—Rolfe's Mfrg (16)

TRIMMINGS—France
1 cse—Dorf Intern (16)
1 cse—S H Pomerance (16)
2 pks—French Line (16)
3 pks—G Hirsch (16)

TULLE—France
1 cse—David Dublin (16)
1 cse—Korn & Korn (16)
11 pks—Leading Fwds (16)
3 pks—Accurate Millinery (16)

TULLE—Swiss
1 cse, 3 bgs—Stern & Stern (16)
6 pks—J D Smith (16)

WOOLENS—France
3 bls tissues—Rusch Co (16)
2 cs tissues—Leading Fwds (16)
6 pks tissues—H W Robinson (16)
36 cs tissues—Seydoux & Michau (16)

WOOLENS—Swiss
2 cs—Globe Shpg (16)

WOOLEN YARN—France
6 pks—Bankers Trust Co (16)

VELVET—France
2 cs rayon—Kondelaft Silks Inc (16)

VEILING, LACES—France
4 cs—Twin Textiles (16)

YARNS—Swiss
71 ctns cotton, linen, silk—DMC Corp (16)

Fibers

FIBER, SYNTH—Swiss
1 bale (25 kilos)—Order (16)

HAIR, ANGORA—France
100 bgs—Bankers Trust Co (16)

WOOL—France
3 bls tissues—R J Sounders (16)

WOOL—Swiss
36 pks knitting—Alltransport Inc (16)
2 cs knitting—Colonial Trust Co (16)
2 cs knitting—Colonial Trust Co (16)

Building Materials

HARDWARE—France
15 ctns tool, iron and steel (624 kilos)—Rohner Gehrig (16)
18 cs nails (1,449 kilos)—Hilti Rapid Fastening System Inc. (16)

HARDWARE—Swiss
1 cse tools (58 kilos)—Order (16)
2 pks tools (43 kilos)—Natural Nydegger Transport (16)

Furnishings

CANDLESTICKS—France
1 cse—Judson Sheldon Div. (16)

CHINAWARE—France
25 pks—Ch Martine Imports. (16)
2 cs—Globe Shpg. (16)
4 cs—H Z Bernstein. (16)
3 cs—H C Kupper. (16)

CLOCKS—Swiss
19 cs clocks, 1 cse movements—S H Pomerance. (16)
3 cs alarm—R F Downing. (16)

CLOCKWARE—France
6 cs—S H Pomerance. (16)

CRYSTALWARE—France
2 cs—Crystal de France. (16)

CUTLERY—Swiss
2 cs—R H Macy. (16)
2 cs scissors—Henry Kaiser (16)

EARTHENWARE—France
20 cs—Amer Expr. (16)

FURNITURE—France
1 lift van—W R Keating. (16)
2 lifts, 7 cs—Hudson Shpg. (16)
5 cs—Annie Gelband. (16)
3 cs—Barian Shpg. (16)
7 cs—J D Smith Inc. (16)

GLASSWARE—France
6 ctns—Amer Expr. (16)

GLASSWARE—Swiss
49 cs—Dieterle & Victory Intern Transport. (16)

HOUSEHOLD GOODS—Swiss
12 cs—Henry Kaiser. (16)

PORCELAIN—France
2 cs—Robert Reilly & Sons. (16)

Miscellaneous

AUTO PARTS—France
2 cs—E B Jones Motors (16)
2 cs—Renault Inc (16)

BAROMETERS—France
2 cs—Marine Midland Trust Co (16)

BATTERIES—France
2 ccnts—M J Corbett (16)

BOLTING GAUZE—France
2 ctns—F H Raul & Stein Bros (16)

BOOKS—Swiss
5 cs—Globe Shpg (16)

BRASSWARE—Swiss
16 cs—S H Pomerance (16)

CELLULOSIC BLANKS—France
16 ctns—Order (16)

COPPER TOPS—France
16 cs—Freedman & Slater (16)

ELECTRICAL GOODS—France
4 cs accumulators, 2 cs acces—King Shpg (16)
2 cs—C E & Automotic Prod (16)

ELECTRICAL GOODS—Swiss
2 ctns switches—Lep Transport (1

FEATHERS, FANCY—France
5 pkgs—Charles Zucker Flower (16)

FEATHERS, RAW—France
8 bls—P R Schuman Duster Co (16)

FISHING SUPPLIES—France
28 cs—Order (16)
8 cs reels, 1 cse parts—M J Corbett (16)
133 cs—Order (16)

GLASSES, SUN—France
9 cs—W J Byrnes (16)
6 cs—Chase Manhattan Bank (16)
1 cse—Order (16)

HYGIEN GOODS—Swiss
4 cs—Order (16)

MACHINERY—France
1 cse parts—Gehrig Hoban (16)
4 cs—Rohner Gehrig (16)
1 cse parts—Intra Mar Shpg (16)
2 cs parts—J B Martin (16)

MACHINERY—Swiss
6 cs parts—Lang & Marshall (16)
26 cs machines & parts—Alltransport Inc (16)
8 cs parts—Alltransport Inc (16)
4 cs—Alltransport Inc (16)

MACHINES—France
1 cse wire—Budde Westermann (16)
1 cse automatic—Kaufmann & Vinson (16)
3 cs—Inter Maritime Fwdg (16)

MEASURING INSTRUMENTS—Swiss
2 cs—Alltransport, Inc (16)

MUSICAL INSTRUMENTS—France
4 cs—Fred Greason Mfg (16)
3 cs—Colonial Trust Co (16)
3 cs—Chem Bank (16)
4 cs—R F Downing (16)
9 cs—Schmidt Pritchard (16)
1 cse acces—R F Downing (16)
1 cse—Chiasserini (16)

MUSICAL INSTRUMENTS—France
1 cs—Gehrig & Co (16)

NEEDLES, GRAMOPHONE—Swiss
10 cs—Alltransport, Inc (16)

PAINTINGS—France
6 cs—W R Keating (16)

PENCILS—France
6 cs—Charles Sherwood (16)

PIPES, BRIAR—France
1 cse—Comoy's of London (16).

PLANTS, LIVING—France
1 cse—U S Dept of Agric (16)

PLASTIC AND CELLULOID GOODS—France
1 cs—Ira Furman (16)

QUENELLES—France
12 ctns—French Line (16)

RADIO GOODS—France
2 cs—Intercont Electronic Corp (16)

RELAY TUBES—Swiss
6 cs—Globe Shpg (16)

SPECTACLE BOWS—Swiss
10 ctns—Hayex Corp (16)

SPECTACLE GOODS—France
2 cs—Ira Furman (16)

SPINNING REELS—France
5 cs—Seattle First Nat Bank (16)

SEED, FLOWER—France
2 bgs—Amer Expr (16)

STEEL MOLDERS—France
4 cs—Palmer & Co (16)

TIRES, TUBES—France
10 tires—Order (16)

TOYS—France
24 ctns—Inter Maritime Fwdg (16)

TYPEWRITERS—France
102 cs typewriters and parts—Rohner Gehrig (16)
24 ctns—Amer Expr (16)
11 ctns—W J Byrnes (16)
36 ctns—W J Byrnes (16)
18 cs—F C Garlach (16)
22 ctns—Amer Expr (16)

UMBRELLAS—France
1 cse handles—Inter Maritime Fwdg (16)

WATCHES—Swiss
2 cs—Cohen-Paal (16)

WIRE CAPS—France
77 cs corking—Kaufmann & Vinson (16)

WOODENWARE—France
3 cs—Oppenheimer (16)
56 ccs—Inter Maritime Fwdg (16)

3240
[fol. 4414]

4414

OL. 6 — 1,515 IMPORT DAILY NEW YORK, FEBRUARY 27, 1958

MS MEDIA

(Br) Feb. 23

(To Cunard Line, Pier 95, NR).

From United Kingdom

To: From
(30)—From Liverpool, England

Chemicals

ACID, CRESYLIC—England
52,038 lbs—H A Gogarty (30)
ALLOPRENE-E—England
100 bgs (5,150 lbs)—C M C Chemicals Inc (30)
CETYL BROMIDE—England
6 drs (2,887 lbs)—Heemsoth Kerner(30)
CHEMICALS—England
4 kegs (448 lbs)—Rohner Gehrig (30)
40 cks (4,760 lbs)—Order (30)
COLORS—England
8 drs dyestuffs—Aceto Chem Co (30)
20 drs—Advance Intern Ltd (30)
CUTCH—England
200 bgs powder (22,213 lbs)—S B Penick (30)
DRUGS—England
1 cse (169 lbs)—C L Huisking (30)
EXTRACT, MYRABOLAN—England
250 bgs spray—Barkey Import Co (30)
GLUESTOCK—England
436 bgs dry hide cuttings—Karr Ellis (30)
INSECTICIDE—England
5 drs (2,653 lbs)—Hudson Shpg Co(30)
LANOLIN—England
40 cs wool wax (5,100 lbs)—Traders Service Corp (30)
META CRESOL—England
13 drs—H A Gogarty (30)
PHARMACEUTICALS—England
8 cs (720 lbs)—Winthrop Lab (30)
POLYESTER—England
1 drum (113 lbs)—Heemsoth Kerner (30)
POTASSIUM CYANIDE—England
100 drs (11,300 lbs)—Chem Mfg Co(30)
POTASSIUM METABISULPHITE—England
35 kegs (5,215 lbs)—A Gusmer (30)
PYRIDINE—England
8 drs (4,624 lbs)—H A Gogarty (30)
SODA, BICARBONATE—England
500 bgs—Chemical Mfg Co (30)
SODIUM CYANIDE—England
270 drs—Chemical Mfg Co (30)
250 drs—Chemical Mfg Co (30)
TRICHLORETHYLENE—England
76 drs—Chemical Mfg Co (30)
UREA, SYNTHETIC—England
4,000 bgs—Chemical Mfg Co (30)
WHITING—England
896 bgs—C B Chrystal (30)

Hides, Skins and Casings

LEATHER—England
2 cs finished sheep—Globe Shpg Co(30)
9 bls, 1 cse finished sheep—Rohner Gehrig (30)
6 trs goatskin leather—Rohner Gehrig (30)
7 trs goatskin—Rohner Gehrig (30)
11 bls goatskins—Ganna Import & Export Corp (30)
10 trs dressed calf—Rohner Gehrig (30)
23 bls—C H Powell (30)
2 cs—Penson & Co (30)
76 cs dressed upper—Booth & Co, Phila (30)
29 bls—Chilewich Sons (30)
SKINS, PIG—England
13 bls dressed—Manco Watch Strap Co (30)

Foodstuffs

BISCUITS—England
925 cs—D F Young (30)
295 cs—Crosco Co (30)
10 cs—D F Young (30)
200 cs—Shaffer Clarke (30)
60 cs—Herz Import Corp (30)
2,000 fiberites, 500 fibs—Cadbury Fry (Export) Ltd (30)
20 cs chocolate wafer—Murray Allen Imports Inc (30)
CHOCOLATE—England
2,870 cs—Chunky Chocolate Corp, Bklyn (30)
CONFECTIONERY—England
125 cs chocolate and sugar—A Goldmark (30)
1,000 cs sugar—P Spitz (30)
100 cs—Altray Co (30)
167 cs—Swizzels Inc (30)
325 cs—Swizzels Inc (30)
1,935 cs sugar—Murray Allen Imports (30)
155 cs sugar—P Spitz (30)
133 cs sugar—Murray Allen Imports (30)
150 cs—Jarret Imports Inc, Bklyn (30)
71 cs sugar—Kaufmans Confections, Bklyn (30)
350 cs sugar—Murray Allen Imports Inc (30)
76 cs—Kaufmans Confections, Bklyn (30)
25 cs sugar—A Goldmark & Sons (30)
FISH, CHILLED—England
265 cs skinned catfish fillets (14,300 lbs)—Pacmarine Prod Ltd (30)
400 cs cod fillets (3,400 lbs)—Tupman Thurlow (30)
21 cs (926 lbs—Iron Gate Prod Co (30)
KIPPERS—England
100 cs kippers (1,600 lbs), 100 cs kippers (1,600 lbs)—Eastern Commission Co.
550 cs kippers, 300 cs finnan haddocks, 971 cs smoked cod fillets, 18 cs finnan haddocks (26,955 lbs)—Trans Oceanic Fisheries, Inc. (30)
283 cs kippers, 50 cs haddock finnans (5,661 lbs)—Eastern Commission Co
MARMALADE—England
1,650 cs—R U Delapenha. (30)

Metals and Ores

BRASS—England
7 cs tubes (4,650 lbs)—Canarge Trdg Co. (30)
40 cs sold tubes (26,521 lbs)—Canarge Trdg Co. (30)
13 cs solid tubes (21,305 lbs)—F Henjes, Jr. (30)
6 cs sheets (4,130 lbs)—Order (30)
27 cs sheets (16,964 lbs) — Order (30)
33 cs rods (10,046 lbs)—L D Peters & Sons. (30)
BRONZE—England
14 cs rods (8,324 lbs)—Judson Sheldon. (30)
BRONZE POWDER—England
55 drs—Wedemann & Godknecht. (30)
COPPER—England
33 cs seamless tubing (27,480 lbs)—Bemo Shpg Co. (30)
24 cs s d tubes (13,606 lbs)—Chase Manhattan Bank. (30)
5 cs seamless tubing (3,533 lbs)—Bemo Shpg Co. (30)
35 cs s d tubes (15,648 lbs)—Girard Trust Corn Exch Bank, 61 cs tubes (44,207 lbs)—Myron Michaels 30)
8 cs s d tube (3,049 lbs)—Penson Intern Corp. (30)
20 cs s d tube (9,592 lbs)—Chase Manhattan Bank (30)
23 cs s d tubes (17,409 lbs)—Penson Intern Corp. (30)
2,070 ingots (111,964 lbs)—A Strauss. (30)
2,053 ingots (111,988 lbs)—A Strauss. (30)
3,360 wire bars (894,460 lbs)—Dunlap Alpers & Mott. (30)
920 wire bars (233,840 lbs)—Dunlap Alpers & Mott. (30)
10 cs sheets (2,926 lbs)—Amer Shpg Co. (30)
50 cs seamless tubing (21,121 lbs)—Bemo Shpg Co. (30)
12,889 ingots (660,328 lbs)—International Metal Corp (30)
4 kegs, 12 cs tubing (9,512 lbs)—Order. (30)
35 cs tubes (73,343 lbs), 1 cse circles (142 lbs)—Order. (30)
2,893 electrolytic cathodes (112,022 lbs)—C Tennant Sons. (30)
4,491 wire bars (1,118,466 lbs)—Dunlap, Alpers & Mott. (30)
STEEL—England
7 cs plates (2,811 lbs)—W E Belleis. (30)
9 cs alloy strips (5,294 lbs)—Aerojet General Corp (30)

8 cs elec steel laminations (16,896 lbs) Hogue Elec Mfg Co (30)
WIRE—England
43 coils hard steel (10,290 lbs)—British Ropes (NY) Inc (30)
19 drs mild steel wire—J D Smith (30)

Wines & Liquors

BEER BARS ALE—England
351 ctns Dublin Distr (30)
GIN—England
1,050 cs W A Taylor (30)
STOUT—England
6,000 ctns—Dublin Distr (30)
100 ctns—Reiters Beer Distr Bklyn (30)
WHISKEY—England
25 bbls—Popper Morson (30)
200 cs—Renfield Importers Newark (30)
300 cs—Marine Tobacco Co (30)
50 bbls—Duncan Gilmour (30)
WINE, PORT—England
300 cs J & J Distr Co (30)
WINE, SHERRY—England
200 cs J & J Distr Co (30)

Textiles

APPARELS—England
12 cs shoes—J Winter & Sons (30)
78 cs Snellenburgs, Phila (30)
36 cs leather shoes—Anglo Amer Agencies Corp (30)
1 cse silk and woolen jumpers—S H Pomerance (30)
3 cs shoes—Lassin Slipper Inc (30)
5 cs shoes, 1 cse cotton tee shirts—Gimbel Bros (30)
20 cs handbag frames—Sobel Shpg Co (30)
33 cs shoes—Brevitt American Co (30)
32 cs shoes—R H Macy (30)
1 cse linen pce goods, cotton shorts and vests—Rusch & Co (30)
15 cs shoes—Lep Transport (30)
10 cs gaberdine raincoats—Baracuta Inc (30)
40 cs men's wool hose—Interwoven Stocking Co Martinsburg Va (30)
251 cs shoes—R H Macy (30)
1 cse suits and topcoats—Maray Corp (30)
34 cs leather shoes—Anglo Amer Agencies Corp (30)
APPARELS—England
65 cs shoes, 2 cs mens hosiery—Order. (30)
1 cse cotton shirts—Abraham & Straus. (30)
31 cs mens wool hose — Interwoven Stocking Co, Martinsburg, W Va. (30)
9 cs mens leather shoes — McDuffee Shoes. (30)
20 ctns hats—Brooks Bros. (30)
1 cse mens leather boots — Meyers, Louisville, Ky. (30)
APPARELS—France
5 cs berets—E Stern. (30)

COTTONS—England
5 cs type ribbon fabric—U S Carbon & Ribbon Mfg Co, Phila. (30)
1 cse pce goods—Morton Sundour. (30)
1 cse woven pce goods—Phillips Boyne Corp. (30)
1 cse woven pce goods—Butler Co.(30)
4 bls—Penson & Co. (30)
4 cs pce goods—W Iselin. (30)
2 cs knit fabrics—M J Corbett. (30)
10 cs pce goods—Standard Prod Corp (30)
5 cs—Rodney Fielding. (30)
82 cs pce goods—D H Grant. (30)
2 cs type ribbon cloth—Hilker Townsend. (30)
9 cs bl pce goods—Horrocksey (USA) Inc. (30)
2 cs pce goods—M J Corbett. (30)
1 bale pce goods—Bingham Bros. (30)
1 cse pce goods—Parkley Shirt Co. (30)
3 cs pce goods—Morton Sundour. (30)
COTTONS—Ireland
2 cs—H W Bager Linen Co. (30)
COTTON YARN—England
5 cs—Royce Hosiery Mills. (30)
3 cs—H H Haff, Phila. (30)
9 cs—T D Toy. (30)
ELASTIC—England
2 cs—Order, Madison. (30)
ELASTIC WEBBING—England
6 cs—Amer Express. (30)
FELT—England
1 bale wool—Meadows, Wyo. (30)
HANDKERCHIEFS—England
1 cse linen—D E Schwab. (30)
LACES—England
1 bale cotton—M Mandel. (30)
1 bale cotton allover—D Strauss. (30)
LINENS—England
8 bls pce goods—J Schoeneman. (30)

Continued

[fol. 4415]

Continued

MS MEDIA

LINENS—Ireland
1 cse—A B Chabot (30)
6 cs—Sferra Bros (30)
5 cs—Amin Merhige (30)
22 cs, 1 bale—Blackstaff Linens Inc (30)
2 cs—Sferra Bros (30)
1 cse—F M Saydah & Bros (30)
3 bls—E H & A C Friedrichs (30)
3 bls, 1 ctn, 4 cs—Spence Bryson (30)
6 cs—Rusch & Co (30)
1 cse—Maurice Ahe (30)
1 cse—F A Delaney (30)
11 cs—Blackstaff Linens Inc (30)
1 cse—J McCutcheon (30)
1 cse—Grande Maison de Blanc (30)
3 cs—K Katen (30)
1 cse—Taylor Linen Co (30)
3 cs—Sandhaus Co (30)
3 cs—Sandhaus Co (30)
1 cse—Boutrose Co (30)
2 cs—Mercantile Stores Co (30)
6 cs—J G Hardy (30)
2 bls—Meadows Wye (30)
2 cs—J F McEvoy (30)
5 cs—Ulster Weaving Co (30)
7 bls—E H & A C Friedrichs (30)
2 cs—F A Delaney (30)
7 bls—Greeff Fabrics Inc (30)
4 bls—R B Davis, Fort Worth (30)
2 cs—White Lamb Finlay (30)
2 cs—Old Bleach Linens Inc (30)
3 cs—Ned Katen (30)
3 cs—Winsor Mfg Co, Woonsocket (30)
8 cs—F C Gerlach (30)
5 cs—Robinson & Gotluber (30)
3 cs—J M Rodgers (30)
13 cs—W Liddell (30)
2 cs—Peerless Wolfson, Chic (30)
3 cs—I Shalom (30)
1 cse—Bloch Freres (30)
1 cse—Gindoff Textile Corp (30)
9 cs—York St Flax Spg Co (30)
3 cs—Ross Bros (30)
43 ctns—Hamilton Adams Imports Ltd (30)
14 cs—S Stern Henry (30)
4 cs—R H Macy (30)
14 cs—R McGiratney (30)
1 cse—Abraham & Straus (30)
5 cs—Gottschalk & Co (30)
5 cs—Herrmann & Herzman (30)
7 cs—Robinson & Golluber (30)
LINENS, COTTONS—Ireland
2 cs—J M Rodgers (30)
33 cs, 58 ctns—J J Gavin (30)
MOHAIR—England
1 bale pce goods—S Beckenstein (30)
MOHAIR & WOOL—England
1 cse tissues—Colin Hall Clothes (30)
NETS—England
3 cs cotton bobbin nets—H Kressbover (30)
2 cs cotton—Stern & Stern (30)
RAYONS—England
5 bls—Continental Express (30)
RAYONS, COTTONS—Ireland
18 cs—W Liddell (30)
SISAL FABRIC—England
20 bls woven—Grady Travers (30)
THREAD, COTTON—England
6 ctns—Paragon Art & Linen Co (30)
THREAD, LINEN—Ireland
2 cs—Hughes Fawcett (30)
4 cs—Landesman Bros (30)
UPHOLSTERY FABRICS—England
5 cs—Meadows Wye (30)
WORSTEDS—England
1 cse suitings—Gimbel Bros (30)
WOOLENS—England
1 cse—C A Haynes (30)
5 bls pce goods—Globe Shpg Co (30)
11 trs, 23 ctns, 25 bls—Penson & Co (30)
2 cs—Amer Express (30)
11 cs—Gimbel Bros (30)
12 bls—Leading Fwdg Co (30)
26 cs—M J Corbett (30)
6 bls—Aintree Modes, Inc (30)
3 bls Scotch tweeds—H W Robinson (30)
7 bls, 8 drs—Inter Maritime Fwdg Co (30)
338 ctns, 47 bls, 1 pcl, 2 cs woolens, 1 bale wool tweed, 6 bls Harris tweed — Inter Maritime Fwdg Co (30)
1 bale—Meadows Wye (30)
157 pks—H W Robinson (30)
4 bls—Penson & Co (30)
2 bls—N Newman (30)
18 bls, 1 pcl—Kingsley Fabrics Inc (30)
8 bls—Inter Maritime Fwdg (30)
43 bls—J Schoeneman (30)
9 bls—H W Robinson (30)
27 pks—H W Robinson (30)
5 bls—S Stein (30)
2 trs—Vernon Textile Co (30)
1 bale pce goods—H W Robinson (30)
1 bale tissues—Vandegrift Fwdg Co (30)
1 cse—F & R Lazarus, Columbus (30)
19 bus dyed pce goods—J Talcott (30)
1 bale—Brooks Bros (30)
3 bls tweeds—Fehr Bros (30)
3 cs pce goods—Babycraft Imports Co (30)
1 trs—Milbank-Hardy (30)
WOOLENS—Ireland
2 bls—Artex Shrinkers Inc (30)
10 bls—Penson & Co (30)
1 bale—H W Robinson (30)
WOOLENS, COTTONS—England
9 cs pce goods—Inter Maritime Fwdg Co (30)
YARNS—England
1 cse mohair yarn—Order (30)
7 cs cash knit yarn—Bernhard Altmann (30)
1 cse worsted—Forstmann Woolen Co, Passaic, NJ (30)
YARNS—Ireland
8 cs flax line—Harry Schwartz Yarn Inc (30)
2 cs flax line—F J Fawcett (30)

Fibers

NYLON CHIP WASTE—England
80 bgs—J B Henriques (30)
ORLAN WASTE—England
8 bls new rags—J Eisenberg (30)
11 bls clips—Eisenberg Fibres Inc (30)
12 bls—Neumann Endler (30)
WOOLEN WASTE—England
18 bls rags—Rubin Bros (30)
17 bls waste—J Eisenberg (30)
12 cs new clips—Continental Wool Co (30)
19 bls threadwaste—J Eisenberg (30)
WOOLEN WASTE—England
12 bls rags—Saxony Wool Corp of NY (30)
P g2idETAOIN nHRDLU nFUPUUPU
47 bls rags, 14 bls waste—J E Bernard (30)
11 bls colored threads, 4 bls khaki threads—Lobelitz Mills Co, Nutey NJ (30)
22 bls new rags—Glaser Jaffe Woolstock Co (30)
56 bls new rags—Rubin Bros (30)
8 bls rags—Rubin Bros (30)
26 bls clips—Saxony Wool Corp (30)
20 bls clips—R V Miller (30)
11 bls clips—Rubin Bros (30)
9 bls rags—Continental Wool Co (30)
3 bls treads—W Barnet & Son (30)
2 bls hosiery threads—Glaser-Jaffe Wool Stock Co (30)
15 bls clips—N S Glauber, Cleveland (30)
14 bls rags, 13 bls clips, 3 bls threadwaste—Amer Express (30)
11 bls rags—W Barnet Son (30)
23 bls sweater clips—Largo Textile Co (30)

Building Materials

BUILDING MATERIALS—England
12 pks steel windows, sections Morison Pullzifen & Blair (30)
GLASS—England
35 pallet cases window — Traders Service Corp (30)
37 pallet cases, 26 cs window—Traders Service Corp (30)
10 pallet cs window—M Ballka Son (30)
34 cs plate—Amer Express (30)
HARDWARE—England
5 drs brass screws, 59 drs steel screws (8,958 lbs)—H T Kennedy (30)
152 cs hand tools—Smith Wolff Import Co (30)
23 cs steel rivets—Order (30)
69 cs garden hand tools—Lloyd Associates (30)
1 cse engineers tools—Amer Blind Stitch Machine Corp (30)
245 kegs wrought iron black nuts (5,375 lbs)—W S Gierszynsku (30)
64 cs pliers—Penson & Co (30)
2 cs level locks—Hensel Brockmann & F (30)
64 cs shelf brackets of steel (13,160 lbs)—Order (30)
5 cs locks (1,390 lbs)—Mfrs Tr Co (30)
TILES—England
77 ctn—L Goldey (30)

Furnishings

CARPETS—England
125 ctns—Dofan Handbags (30)
6 bls—J Mallinson (30)
7 bls—W J Byrnes (30)
19 bls—G E Mallinson (30)
CHINAWARE—England
11 cks—Meakin & Ridgway (30)
20 cs—Crownford China Co. (30)
7 cs—Spritzer & Muhrmann (30)
17 cs—Koscherak Bros (30)
8 cs—Crownford China Co (30)
8 cks—Edward Walker (30)
7 cs—Meadows Wye (30)
1 cse—W T Ryan (30)
46 cks—Doulton & Co (30)
4 cks—Inter Maritime Fwdg Co (30)
12 cs—Sellers Trans Co (30)
1 ck—Bloomingdale Bros (30)
1 ck—S P Skinner (30)
5 cks—Worcester Royal Porcelain (30)
1 ck—Plummer Ltd (30)
CROCKERY—England
2 cks—Justin Tharaud (30)
CUTLERY—England
2 cs household scissors, 20 cs inlaid scissors (4,425 lbs)—Imperial Intern Corp (30)
3 cs—Lifetime Cutlery Corp, Bklyn (30)
1 cse blades (250 lbs)—[illegible] Silver Co, Glendale (30)
1 cse veneer knives—Sharp Tool Service, Chic (30)
3 cs legu knives—Cardwell Machine Co, Richmond, Va (30)
3 cse steel curling blades (178 lbs)—North & Judd Mfg Co (30)
EARTHENWARE—England
9 cts—Meakin & Ridgway (30)
4 cs—Order (30)
542 cs—Crownford China Co (30)
52 cs—Koscherak Bros (30)
2 cs—Spritzer & Muhrmann (30)
174 cs—Justin Tharaud (30)
1 cts—R H Macy (30)
15 cks—Doulton & Co (30)
1 cse—Crownford China Co (30)
24 cs—Sellers Trans Co (30)
4 cts—Fondeville & Co (30)
703 cs—S Altman (30)
41 pks—F C Gerlach (30)
2 cts—S P Skinner (30)
4 cts—Plummer Ltd (30)
3 cts—Tedman Import Co (30)
2 cts—Johnson Bros (30)
GLASSWARE—England
1 ck—Tiffany & Co (30)
1 cse mar jars—A Goldmark & Sons (30)
KITCHEN UTENSILS—England
1 cse—I Kalfus (30)
8 cs Shepley Inc (30)
PORCELAIN—England
1 ck porcelain, 5 cks dickens birds—Worcester Royal Porcelain (30)
RUGS—England
2 bls Bloomingdale Bros (30)
RUGS, WOOLEN—England
1 bale prams—Gimbel Bros (30)
TABLEWARE—England
1 cse epns ware—Silvey Shpg Co (30)
9 cs elec plated goods and pewter—Meadows Wye (30)
1 cse e p ware—Aimcee Wholesale Corp (30)
8 cs silver plated hollow ware, glassware—Eisenberg Lozano (30)
5 cs e p ware, 3 cs copper hollow—I Freeman & Son (30)
3 cse electro plate on copper trays, 2 cs stainless steelware—Eisenberg Lozano (30)
1 cse epns goods—Lang & Marshall (30)

Miscellaneous

AUTOS—England
4 Morgans—Fergus Imported Cars, Inc (30)
1 Standard Triumph Motor Co (30)
10—Hambro Automotive Corp (30)
6 Estate Wagons—Standard Triumph Motor Co (30)
20—Rootes Motors, Inc (30)
1 MG Hambro Automotive Corp (30)
25 Jaguar Cars, Inc (30)
1 Standard Triumph Motor Co (30)
25—Hambro Automotive Corp (30)
10 Berkeley Sports Intercontinental Credit Corp (30)
1 Bentley—Rolls Royce, Inc (30)
AUTO PARTS—England
2 cs—Amtel Co (30)
16 cs—Inter Maritime Fwdg Co (30)
1 cse—Rootes Motors Inc (30)
43 cs—Hambro Automotive Corp (30)

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3242 [fol. 4416]

Continued

MS MEDIA

AGRIC IMPLEMENTS—England
43 cs cultivators, 147 cs trowels, Forks & Weeders—J H Graham (30)
BABY CARRIAGES—England
107 ctns prams—Rhbner Gehrig. (30)
6 cs—Best & Co. (30)
4 cs mudguards—Bilt Rite Baby Carriage Co. (30)
1 cse heavy tension springs—Bilt-Rite Baby Carriage. (30)
1 cse pram hood corners—Wear Ever Baby Carriage Co., Bklyn. (30)
4 cs pram mudguards—Rex Baby Carriage Mfg Co. (30)
BAGS, SHOPPING—England
22 bls Celderon Belts & R (30)
BAROMETERS, THERMOMETERS—England
4 cs—Seisi Co. (30)
BEARINGS—England
4 cs cooper split roller bearings (1,840 lbs)—Cooper Split Roller Bearing Corp. (30)
BICYCLES—England
2 cs mudguards and fittings—G Joannou. (30)
1 cse bushes—Perry Raylins Wiley. (30)
12 cs parts—Amf Wheel Goods—Hercules Div. (30)
BICYCLES—England
1 cse bags—Gimbel Bros (30)
BILLIARD TABLE—England
1 cse—K P Drake (30)
BLANKING PLATES—England
1 cse—English Elec Export & Trdg Co (30)
BOOKS—England
24 cs ptd—Macmillan Co (30)
BOOT PROTECTORS—England
16 bdls, 15 cks malleable—Star Heel Plate Co (30)
BOSTIK CEMENT—England
2 cs—Wharfedale Audio Prod Co (30)
BOTTLES—England
12 cs—Coty Inc (30)
BRASSWARE—England
4 cs hollow—Art Colony Industries (30)
16 cs—Universal Import Corp (30)
105 cs—Amer Express (30)
4 cs—Boyberry Inc (30)
6 cs—C L Sterner (30)
5 cs—F W Woolworth (30)
14 cs plaques, 7 cs hollow—Knickerbocker Metal Guild (30)
19 cs—S P Skinner (30)
8 cs hollow—Old Dutch Trdg Co (30)
25 cs hollow—C L Sterner (30)
3 cs—Bayberry Lamps Inc (30)
18 cs hollow—Baker Imperial Co (30)
17 cs hollow—C L Sterner (30)
4 cs hollow—M B Daniels (30)
24 cs—Order. (30)
24 cs hollow—Baker Imperial (30)
8 cs—Art Colony Industries (30)
16 cs hollow—L Ehrlich (30)
BRUSHES, DOG—England
1 cse—R H McClellan Chic (30)
BUCKLES—England
1 cse metal—H W Robinson (30)
CASTINGS—England
24 cs steel (2,754 lbs)—Lloyds Associates (30)
CELLULOSE WADDING—England
8 cs—H W Robinson (30)
CLAY CRUCIBLES—England
2 cks—Morganite Inc (30)
CLAY, BURNT—England
150 bgs—Markath Trdg Co (30)
COLORS, POTTERS—England
1 ck—Amer Express (30)
COMBS—England
2 cs—Order (30)
CONTAINERS—England
200 cs decorated metal—Dorf Intern Ltd (30)
4 cts—Dublin Distr (30)
ELECTRICAL GOODS—England
1 cse crossover units—British Industries Corp (30)
ENGINES, DIESEL—England
3 cs (2,697 lbs)—Irrigation Dev Corp (30)
1 cse—Intermaritime Fwdg Co (30)
2 cse parts—Order (30)
ENGINE SPARES—England
4 cs—Lister Blackstone (30)
FANS—England
1 cse—R J Saunders (30)
FIRECLAY WARE—England
4 cks—Morganite Inc (30)
FOIL, ETCHED ANODE—England
1 cs—United Mineral & Chem Corp (30)
GAS MANTLES—England
2 cs—J D Richardson, Detroit (30)
GAUGES, HEIGHT—England
3 cs—C Happel (30)
GYPSUM, GROUND—England
300 bgs—C B Chrystal (30)
540 bgs—Hammill & Gillespie (30)
GYPSUM, UNCALCINED—England
200 bgs—Whittaker Clark & Daniels (30)
HEEL PLATES—England
6 cs malleable iron—Hughes Fawcett (30)
12 cks malleable iron (8,763 lbs)—Star Heel Plate Co Newark (30)
HORN TIPS—England
2 cs—Otto Gerdau (30)
INSULATORS—England
1 cse alumina—D C Fisher (30)
KETTLES, COPPER—England
6 cs—C L Sterner (30)
LEATHER GOODS—England
1 cs—J & J Gavin (30)
3 cs fancy—Bloomingdale Bros (30)
LIVESTOCK—England
2 horses—Stockheimer & Harder (30).
5 horses—J J McCabe (30)
LOUDSPEAKER COMPONENTS—England
1 cse—British Industries Corp (30)
LUBRICATORS—England
2 cs—H T Kennedy (30)
LUGGAGE LOCKS—England
7 cs and leather goods—Weiss & Bieheller (30)
MACHINERY—England
2 cs hosiery pts—Vanderburgh & Co (30)
2 cs grain milling—D C Andrews (30)
2 cs grain milling—Milton Snedeker (30)
2 cs—C Happel (30)
1 cse candy wrap (2,310 lbs)—Nat Equip Corp (30)
1 cse—Milton Snedeker (30)
2 cs seamless hose—Vanderburgh & Co (30)
1 cse (546 lbs) wrapping machy—Machinery & Machine Supplies Co (30)
3 cs seamless hose—Vanderburgh & Co (30)
3 cs grain milling—Milton Snedeker (30)
MACHINERY—England
2 cs confectionery wrap (7,930 lbs) package. (30)
1 cse capstan lathe (6,101 lbs)—G W Brunton & Son. (30)
1 cse optical surfacing—Penna RR (30)
1 cse optical grinding—Buhl Optical Co. (30)
1 cse jaw chuck and adaptor (280 lbs) —Judson Sheldon. (30)
6 cs (15,456 lbs)—Hydropress Division. (30)
1 cse tablet making — Amer Express. (30)
3 cs die casting (3,042 lbs) — DCMT Sales Corp. (30)
1 cse, knit—Royal State Bank. (30)
1 cse pts—Order. (30)
2 cs pelleting machy pts, 1 cse tools —R B Symonds (30)
4 cs—Kearfott Co. (30)
1 cse wrap pts—Ce de Inc, Bloomfield, NJ. (30)
1 pk agric parts (728 lbs) — Intern Harvester. (30)
MACHINERY—Ireland
61 cs textile (69,769 lbs)—M J Corbett. (30)
MACHINES, SEWING—England
1 cse parts—Jacob Goldfarb. (30)
10 cs parts—Singer Mfg Co. (30)
1 cse—Trumeter Co. (30)
MACHINE VISES—England
11 cs (1,308 lbs)—Wharton, Unitools, Valley Stream, NY. (30)
MAGNETS—England
3 cs—British Industries Corp. (30)
MISCELLANEOUS—England
1 cse silver and e p ware—J Robinson. (30)
1 cse Morocco—A Steinberg. (30)
MOTORCYCLES—England
20 cs—B S A Inc. (30)
NEEDLES—England
1 cse—Durbrow & Hearne. (30)
1 cse hand—Durbrow & Hearne. (30)
1 cse hand—W J Byrnes. (30)
1 cse hand—M Farris. (30)
2 cs hand—D C Andrews. (30)
1 cse—Levin Bros. (30)
NICKEL, SILVERWARE—England
1 cse—Lang & Marshall. (30)
60 cs loose leaf rings (18,274 lbs) — General Systems Service Inc. (30)
OIL FILTER PARTS—England
2 cs—Milton Snedeker. (30)
OIL SEALS—England
6 cs—Crescent Co. (30)
PAINT SCRAPERS—England
2 cs elec—Workminster Co. (30)
PAPER DOILIES—England
15 cs—H W Robinson. (30)
PAPER, CARBON—England
21 cs—B F Drakenfeld. (30)
PAPER, WALL—England
30 ctns—Inter Maritime Fwdg Co (30).
PENS, STEEL—England
6 cs—A W Fenton (30)
PERIODICALS—England
4 bls—Halperin Shpg Co. (30)
62 ctns—Kaufman & Vinson (30)
PERSPEX ACRYLIC SHEETS—England
5 cs—J B Henriques (30)
PILLOW BLOCKS—England
6 cs—Penron & Co (30)
PINS—England
5 cs safety (2,028 lbs)—J J Newberry (30)
6 cs brass safety (2,391 lbs)—G C Murphy, McKeesport, Pa (30)
37 cs—Order (30)
10 cs brass safety, 2 cs brass pins (502 lbs)—Taub Hummel & S (30)
PIN & NEEDLES—England
3 cs—Winslow Manly (30)
PIPES, BRIAR—England
1 cse—D Hauser (30)
PLASTIC WARE—England
125 ctns sheeting (14,250 lbs)—Dofan Handbags (30)
PORCELAIN BALL MILLS—England
5 (2,499 lbs)—Dorf Intern (30)
POLYTHENE SWEEPINGS—England
1 234 bgs—J B Henriques (30)
266 bgs—J B Henriques (30)
PRESSES—England
1 cse offset ptg parts—Amer Type Founders. (30)
RECORD CHANGERS—England
100 cs—Discus (USA), Inc (30)
713 cs—Discus (USA) Inc (30)
ROPE, STEEL WIRE—England
2 reels—British Ropes (NY) Inc (30)
3 reels—British Ropes (NY) Inc (30)
ROPES, VEE—England
1 trs—Hewitt Robins (30)
RUBBER GOODS—England
73 cs gloves—Steinberg Bros (30)
RUBBER WASTE—England
244 bgs—J L Ward (30)
SADDLERY—England
1 cse—R J Saunders (30)
2 cs—Arcaro & Dane Saddlery Inc (30)
2 cs hardware—Miller Harness Co (30)
SCAFFOLDING FITTINGS—England
8 10 bgs—Safway Steel Scaffolds Supply Co (30)
SCRAPER BOARDS—England
3 cs—Morilla Co (30)
SILICA WARE—England
14 cs—C J Pullis (30)
SOAP POWDER—England
1 cse—Procter & Gamble (30)
SPORT GOODS—England
1 cse hockey shinguards — General Sportcraft (30)
STATIONERY—England
7 cs brass washers and paper fasteners—Standard Staty Supply Co, Chog (30)
STABILIZERS, AUTOMATIC—England
1 cse—Amer Express (30)
STONEWARE—England
1 cse—S P Skinner (30)
SURGICAL PLASTERS—England
2 cs—Inter Maritime Fwdg (30)
SUITINGS—England
1 cse mohair and worsteds—P H Lehrer & Son (30)
TELEGRAPHIC Keys—England
32 cs—Philmore Mfg Co (30)
TIRES, TUBES—England
719 tubeless tires, 643 tires, 4 cs tubes, 2 cs tires, 185 motorcycle tire, 1 cse cycle tubes, 2 bgs, 4 cs cycle tires—Dunlop Co (30)
TIRE VALVE PTS—England
16 cs—A Schraders Son-Div Scovill Mfg Co (30)
TOBACCO—England
3 cs—Assoc Import Co (30)
33 cs tobacco, 5 cs snuff—A Oppenheimer (30)
TRACTORS—England
2 cs parts—Massey Harris Ferguson (30)
TUBES, RADIO—England
68 ctns (4,345 lbs)—Intern Electronics Corp (30)
TWINE—England
20 bls jute—NY Import Co. (30)
UMBRELLAS—England
2 cs tube frames—Mespo Umbrella Co (30)
WHEELSHAFTS—England
1 cse—De Laval Holroyd (30)
WIRE—SCREENS—England
1 cse steel wdge—Hendrick Mfg Co (30)
WINCH SPARES—England
1 cse—Standard Maritime Supply Co (30)

[fol. 4417]

3243

4417

SS AMERICA
(Am) March 3
(To US Lines—Pier 86 NR)

From Europe
(45) — Bremerhaven, Germany
(45A) — Southampton, England
(45B) _____ Havre, France
(45C) _____ Swiss cargo via Havre, France
(45D) _____ Cobh, Ireland

Chemicals
CHEMICALS—Swiss
1 cse—Geigy Chem Corp (45)
1 cse—Givaudan Delawanna (45C)
COLORS—Swiss
6 drs aut dye products—Geigy Chem Corp (45)
9 drs aux dye proructs—Ciba Co (45)
50 drs aux dye products—Sandos Inc (45C)
COLORS, ANILINE—Swiss
2 drs—Geigy Chem Corp (45)
67 drs—Geigy Chem Corp (45)
33 drs—Sandos Inc (45)
29 drs—Ciba Co (45)
EXTRACT, TANNING—Swiss
20 drs—Geigy Chem Corp (45)
PERFUMERY—France
8 cs—Balenciaga Perfums (45B)
4 cs—Gimbel Bros (45B)
PERFUMERY MATERIALS—Swiss
2 cks—Firmenich Inc (45C)
21 drs—Givaudan Delawanna (45C)
PERFUMERY, SYNTH—Swiss
37 cs—Firmenich Inc (45C)
PHARMACEUTICALS—Swiss
12 cs—Sandos Inc (45)

Hides, Skins and Casings
SKINS—England
11 bls crust skivers—Meadows Wye (45A)
SKINS, CHAMOIS—England
8 bls—Freedman & Slater (45A)
8 bls—eMadows Wye (45A)

Foodstuffs
CHEESE—France
40 cts, 24 bdls—C Chesman (45B)
185 bdls, 63 cs—The Schratter Import Co(45B)
5 cs—Hensel Bruckmann & L (45B)
42 bdls, 496 cs—Sts Aneo, Montreal (45B)
CHEESE—Swiss
18 tubs—Intra Mar Shpg Corp (45)
30 tubs—Borden Cheese Co (45)
CONFECTIONERY—Swiss
25 cs—Intra-Mar Shpg Corp (45)
FISH PRESERVED—Germany
117 cs—Lansen Naeve (45)
FOIS GRAS—France
21 cs—Iron Gate Prod Co (45B)

Wines & Liquors
WHISKEY—Ireland
500 cs—Austin Nichols (45D)

Textiles
APPARELS—England
3 cs mens sport shirts—Paul Stern (45A)
6 cs apparels, 36 cs mens shoes, 3 cs leather handbags, 87 cs mens shoes—Gimbel Bros (45A)
3 cs spiral corset steels—H Lutjen (45A)
4 cs shoes—Lap Transport (45A)
5 cs shoes—Askin Stores Inc (45A)
APPARELS—France
1 cse felt berets—Abraham & Straus (45B)
5 pks handbags—Leading Fwg Co (45B)
4 cs ctn gloves, 2 cs tissues—S Stern Henry (45B)
1 cse cotton socks, 2 cse handbags—Gimbel Bros (45B)
1 pk shirts—Lewis Sew Machine Co (45B)
APPARELS—Germany
11 cs nylon gloves, 34 cotton gloves—Wear Right Gloves Inc (45)
1 cse nylon gloves—Hgemsoth Kerner (45)
APPARELS—Swiss
23 cs leather shoes—Bally Inc (45C)
BEADS, STONES—Germany
2 cs imit jewelry—Lona Mfg Corp (45)
1 cse glass stones—Merchants Overseas Inc, Providence (45)
1 pcl glass beads—S H Pomeranee (45)
3 cs glass stones—Dieterle & Victory (45)
1 cse glass bead rosaries—N Kaufman, Providence (45)
16 cs—Paramount Import Co (45)
3 cs glass beads—Atlas Shpg Co (45)
1 cse ear clips—B Schwanda & Sons (45)
10 cs necklaces, bracelets & earrings—H & S Originals (45)
4 cs beads—Ditbro Pearl Co (45)
1 cse glass beads & headpins—H W Robinson (45)
1 cse glass stones—S H Berg (45)
6 cs glass beaded articles—William Rand (45)
2 cs glass stones—H W Ebert (45)
BUTTONS—Germany
14 pks—Bailey Green & Elger (45)
13 pks—B Blumenthal (45)
7 pk—Cohen Platt (45)
1 cse carded glass—B Schwanda & Sons (45)
2 cs glass on cards—J E Bernard (45)
2 cs carded glass—Arke Inc (45)
2 cs carded glass—Order (45)
COTTONS—England
2 cs—Lord & Taylor (45A)
1 cse pce goods—Amer Express (45A)
3 cs pce goods—Inter Maritime Fwdg Co (45A)
1 cse pce goods—Inter Maritime Fwdg Co (45A)
COTTONS—France
1 bale tissues—Wallach Prints (45B)
1 cse tissues—Globe Shpg Co (45B)
1 cse, 2 bls tissues—Penson & Co (45B)
COTTONS—Germany
15 bls pce goods—M J Corbett (45)
1 cse tissues—M J Corbett (45)
4 cs tissues—Taub Hummel & S (45)
30 ctns—Valmeline Import Co (45)
2 cs — Soptra Fabrics Inc (45)
COTTONS—Swiss
4 pcls—M J Corbett (45C)
4 cs tissues—Penson & Co (45C)
2 cs—Taub Hummel & S (45C)
6 pks tissues—M J Corbett (45C)
1 cse tissues—Taub Hummel & S (45C)
4 cs tissues—Order (45C)
4 cs tissues—S Stern Henry (45C)
1 cse tissues—Inter Maritime Fwdg Co (45C)
1 pcl tissues—Intra Mar Shpg Corp (45C)
1 pcl—Natural NY Degger (45C)
1 pcl —J J Gavin (45)
1 cse tissues—Leading Fwdg (45)
3 cs tissues—Inter-Maritime Fwdg Co (45)
1 cse tissues—C A Haynes (45)
2 cs tissues—Rohner Gehrig (45)
EMBROIDERIES—Swiss
1 pk cotton—Order (45C)
FLOWERS, ART—France
6 cs—O sum & Co (45B)
HAIRBRAIDS—Swiss
3 cs—General Notion Co (45)
HANDKERCHIEFS—France
1 cse cotton—J E Bernard (45B)
HAT BRAIDS—Swiss
8 cs—Armand Schwab (45C)
1 cse—Chase Manhattan Bnk (45C)
21 cs—L I Lubin & Sons (45C)
2 cs—L & L Import Inc (45)
2 cs—Natural Nydegger (45)
LACES—England
2 cs cotton lace napery—J J Gavin (45A)
1 cse cotton—Kemp & Beatley (45A)
LACES—France
3 cs—Klauson Lace Corp (45B)
LINENS—England
2 bls ptd pce goods—J H Thorp (45A)
RAYONS—France
3 cs tulle—Novik & Co (45B)
RAYONS—Swiss
14 pcls—J D Smith (45)
2 cs—Grayblock Ribbon Co (45C)
17 cs—Genrig Hoban (45C)
1 cse—J D Smith (45C)
THREADS—France
3 cs—Hudson Shpg Co (45B)
SILKS—France
1 cse tulle—Korn & Korn (45B)
STRAWBRAIDS—Swiss
1 cse—Order (45C)
6 cs—Armand Schwab (45C)
23 cs—L & L Import Inc (45C)
12 cs—Penson & Co (45C)
9 cs—Chase Manhattan Bank (45C)
7 cs—Accurate Millinery Co (45)
4 cs—General Notion Co (45)
38 cs—A D Cohen (45)
3 cs—Intra Mar Shpg Corp (45)
WOOLENS—England
2 bls pce goods—S Stern Henry (45A)
6 bls pce goods—Gerbach Fabrics Inc (45A)
4 bls pce goods—Lord & Taylor (45A)
1 cse, 5 bls pce goods—Gimbel Bros (45A)
1 cse pce goods—Meadows Wye (45A)
3 bls—S Stern Henry (45A)
4 bls—H W Robinson (45A)
10 bls, 6 cs pce goods—Inter Maritime Fwdg Co (45A)
1 cse pce goods—Globe Shpg Co (45A)
7 bls pce goods—N Newman (45A)
8 bls—Kingsley Fabrics Inc (45A)
1 pcl, 5 cs, 10 bls—Kinsley Fabrics (45A)
22 pks—Inter Maritime Fwdg Co (45A)
22 bls—H W Robinson (45A)
1 bale tissues—Inter-Maritime Fwdg Co (45A)
5 bls, 1 cse pce goods—Intermaritime Fwdg Co (45A)
24 cs interlinings—Intermaritime Fwdg Co (45A)
WOOLENS—France
2 cs tissues—H W Robinson (45B)
2 pks tissues—Penson & Co (45B)
WOOLENS—Ireland
14 bls donegal twist & tweed suitings—Inter-Maritime Fwdg Co (45D)
8 bls coating—Amer Express (45D)
1 cse dress cloth—Anglo-Scottish Mills Distr (45D)
5 bls pce goods—Amer Express (45D)
12 bls pce goods—Simon Ackerman Clothes, Bklyn (45D)
3 bls Irish tweed—Inter-Maritime Fwd Co (45D)
WORSTEDS—England
2 bls suitings—Inter Maritime Fwdg Co (45A)
2 bls—Order (45A)
2 bls suitings—Amer Express (45A)
YARNS—France
14 pks knit wool—W Unger (45B)

Fibers
FIBRE, VEGETAL—Swiss
62 cs—Order (45)
34 cs—Order (45C)

Building Materials
BUILDING MATERIALS—England
14 cts steel rolled windows (12,948 lbs)—Inge & Co (45A)
HARDWARE—England
2 cs bradoons & nickel bits—Bemo Shpg Co (45A)
HARDWARE—France
1 cse tools—Allcraft Tool & Supply Co (45B)
HARDWARE—Swiss
5 cs—Natural Nydegger (45)
1 cse tools—Intra Mar Shpg Corp (45C)
1 cse tools—Natural Nydegger (45C)
2 cs—Rohner Gehrig (45C)

Furnishings
ASH TRAYS—Ireland
1 cse—J F Birdsall (45D)
CARPETS—England
2 bls—E & M A Izolahomm (45A)
CLOCKS—Swiss
2 cs—Vacheron & Constantin le Coultre Watches Inc (45)
EARTHENWARE—England
1 cse—L Bigelow (45A)
FURNITURE—England
1 cse—Hudson Shpg Co (45A)
1 cse—Penson & Co (45A)
5 cs furnitureware etc—J E Kent, Antiques Center, Brewster, NY (45A)
2 cs—W R Keating (45A)
FURNITURE—France
1 cse—Hudson Shpg Co (45B)
2 cs—Mannis Gelband Inc (45B)
GLASSWARE—England
1 cse—L Bigelow (45A)
GLASSWARE—Germany
2 cs—Stern Henry (45)
1 cse hollow—H W Robinson (45)
HOUSEHOLD GOODS—France
3 cs—American Express (45B)
PEWTER WARE—England
6 cs—Holland House Import Co (45A)
PORCELAIN—France
1 cse—Lansen Naeve (45B)
1 cse—J E Bernard (45B)
12 cs—Taub Hummel & S (45B)

Miscellaneous
ALUMINUM WARE—England
152 ctns hollow—Express Fwdg & Storage (45A)
ALUMINUM WARE—Swiss
4 cs—J D Smith (45)
AUTO PARTS—England
1 cse—Rootes Motors Inc (45A)
AUTO PARTS—Ireland
1 cse, 1 pce—Ford Motor Co (45D)

Continued

3244 [fol. 4418]

4418

Continued

SS AMERICA

RABY CARRIAGES—England
8 cts—R H Macy (45A)
BICYCLES—Germany
15 cs juvenile—Atlas Bicycle Corp(45)
BOOKS—England
62 cs ptd books, sheet music—Oxford Univ Press (45A)
BRASSWARE—England
1 cse—L Bigelow (45A)
CARBON FILTER BLOCKS—England
2 cs—Intern Expediters (45A)
CELLULOSE POWDER—England
1 cse—H Reeve Angel (45A)
COPPERWARE—England
4 cs hollow—I Freeman & Son (45A)
85 cs hollow—Intermaritime Fwdg Co (45A)
CINEMA GOODS—Swiss
171 cs—Rohner Gehrig (45)
DENTAL GOODS—Germany
2 cs—Pfingst & Co (45)
DOLLS—Swiss
2 cs—Order (45C)
DRAWING INSTRUMENTS—Germany
6 cs—Gramercy Guild Group (45)
ELECTRICAL GOODS—Germany
1 pcl ignition contacts—J Plaut (45)
ENGINE SPARES—England
5 cs—Lister Litchstone (45A)
FISHING SUPPLIES—France
158 cs—Impecco Ltd (45B)
FISHING SUPPLIES—Swiss
2 cs tackle—Intra-Mar Shpg Corp(45C)
FRAMES—France
1 cse wood—Penson & Co (45B)
IRONWARE—Germany
3 cs—S S Kresge (45)
13 cs—United Cutlery & Hdware Prod Co (45)
LETTER OPENERS—Germany
1 cse—Inter-Maritime Fwdg Co (45)
LITHOGRAPHS—Swiss
1 cse—Atlantic Fwdg Co. (45C)
MACHINERY—England
4 cs (664 lbs)—Heemsoth Kerner(45A)
2 cs cigarette packing—J M Rodgers (45A)
MACHINERY—Swiss
4 cs—Brown Boveri Corp (45C)
3 cs—Rohner Gehrig (45C)
1 cse—J J Gavin (45)
8 cs—Intra Mar Shpg Corp (45)
MAP MEASURES—Germany
1 cse—Inter-Maritime Fwdg Co (45)
MIRRORS—Germany
2 cs—Cohen-Plaat (45)

MISCELLANEOUS—England
1 cse plated ware—I Freeman & Son (45A)
1 cse aluminum & steel flooring—Intermaritime Fwdg (45A)
MISCELLANEOUS—Swiss
38 cs mdse—Rohner Gehrig (45)
MUSICAL INSTRUMENTS—France
3 cs—C Fischer (45B)
MUSICAL INSTRUMENTS—Swiss
173 cs—Thorens Co (45C)
17 cs—Rohner Gehrig (45C)
6 cs—Lansen Naeve (45)
MUSICAL MOVEMENTS—Swiss
1 cse—Rohner Gehrig (45C)
6 cs—Vandegrift Fwdg Co (45C)
3 cs—Salvato (45C)

MUSIC WORKS—Swiss
21 cs—Thorens Co (45C)
NEEDLES—England
1 cse—Interz Fwdg Co (45A)
NOTIONS—Germany
11 cs—J E Bernard (45)
PAINTINGS—France
4 cs—Tice & Lynch (45B)
1 cse—New House Galleries (45B)
1 cse—Globe Shpg Co (45B)
1 cse—Penson & Co (45B)
1 cse—Gimbel Bros (45B)

PAINTINGS—Swiss
2 cs—W R Keating (45C)
PAPER, DRAWING—England
1 cse—H Reeve Angel (45A)
PAPER, FILTER—England
15 cs—H Reeve Angel (45A)
PAPER, WALL—France
1 cse, 36 pks—Hudson Shpg Co (45B)
PAPER, WALL—Swiss
108 cs—Salubra Sales Corp (45C)
1 cse—C A Haynes (45C)
PAPER, WRAPPING—Swiss
10 cs—Rohner Gehrig (45)
PEN PARTS—England
1 cse—Rohner Gehrig (45A)
PENCIL SHARPENERS—Germany
7 cs—Sterling Plastics Co, Union NJ (45)
PICTURE PRINTS—England
2 cs—A Schiftan (45A)
PLASTIC PRE-HEATING EQUIP—England
6 cs—RB Cymonds (45A)
PLATICWARE—Germany
6 cs—J E Bernard (45)

PLASTIC WARE—Swiss
4 cs—Intra-Mar Shpg Co (45)
PRINTED MATTER—France
2 cs—Globe Shpg Co (45B)

PUBLICATIONS—France
12 cs—French & European Publications (45B)
19 pks—Paris Book Center (45B)
2 cs—Unesco Publications Center (45B)
RECORD CHANGERS—England
1,200 cs—Rockbar Coruy (45A)
RECORD ENVELOPES—France
3 cs—Freedman & Slater (45B)
REFRIGERATORS—France
1 cse — Tice & Lynch (45B)

SAILCLOTH—France
2 bls cotton, marine—Amer Express (45A)
SILICON, RAW—France
1 cs—Globe Shpg Co (45B)
SPORT GOODS—England
1 cse cardboards—Gimbel Bros (45A)

SPONGE, METAL—Swiss
47 bls—Metrop Metal Sponge Mfg Co, Bklyn (45)
STATUES—France
1 cse—Benziger (45B)
STEELWARE—Germany
2 cs—Heemsoth Kerner (45)
STRAW, ARTIF—Swiss
34 cs yuteo e—Order (45C)
39 cs—Order (45)

TINWARE—Germany
59 ctns hollow—Gloys Import Co (45)
TOYS—Germany
12 pcls rubber—J S Sherman (45)
TYPESET MACHINES—England
1 cse—Lanston Industries Inc (45A)
WATCHES—Swiss
7 cs—Cohen-Plaat
WATCH MOVEMENTS—Swiss
1 cse—Inrta Mar Shpg Corp (45C)

WATER, TOILET—France
3 cs—Leading Fwdg (45B)
WOODEN CURTAINS—France
1 cse —G Schmidt (45B)
WOODENWARE—Germany
3 cs — Alltransport Inc (45)
XMAS ORNAMENTS—Germany
3 cs—S S Kresge (45)

[fol. 4419]

VOL. 6 — 1,522 **IMPORT DAILY** NEW YORK, MARCH 10, 1958

SS INDEPENDENCE
(Am) Mar 6

(To: American Export Lines—Pier 84, NR)

From Mediterranean

No.	From
(—)	Cannes, France
(70A)	Genoa, Italy
(70B)	Naples, Italy

Chemicals

ALDEHYDES ALCOHOLS—France
4 drs Mane Fils Inc (70)
OILS, ESSENTIAL—France
5 cs—Rouse Dupont (70)
4 cs—Camill Albert & Laloue (70)
4 cs—Tomarel Prod Corp (70)
PHARMACEUTICALS—Italy
10 drs (360 kilos — Gyma Lab of America (70A)

Foodstuffs

CHEESE—Italy
100 cs pec romano sardo—Otto Roth & Co (70A)
100 cs pec romano Sardo—Pastene & Co (70A)
50 cs pec romano—Gordon Prod Co (70A)
40 cs pec romano—Dirk Uges (70A)
25 cs—J S Hoffman (70A)
70 cs bel paese, 50 cs Duke of Milan—Bel Paese Sales Co (70A)
38 cs provolone, 30 cs caciocavallo—Order (70A)
100 cs pec romano—Pastene & Co (70B)
125 cs pec romano—Schroeder Bros (70B)
100 bbls feta—N Lekas (70B)
200 bbls feta, 15 cs vise, 30 cs dried milk—Lekas & Drivas (70B)
225 bbls feeta, 36 cs dried milk—Intern Expediters (70B)
75 bbls feta, 10 cs dried sheep milk, 50 ch sheep—Makris Bros (70B)
MACARONI—Italy
1,300 cs—M Friedman (70B)
SALAMI—Italy
200 cs—Rinaldi Bros (70A)

Textiles

APPARELS—Italy
10 cs straw hats—A D Cohen Co (70A)
32 cs shoes—General Shoe Import Exp Co, Nashville (70A
6 cs leather handbags, 2 cs fabric and leather bags—R H Macy (70A)
2 cs leather belts—Domino Mens Belts Ltd (70A)
1 cse shoes—Fleming Joffe (70A)
1 cse woolens—Cisco Casuals Inc (70A)
APPARELS—Italy
40 cs leather shoes—Verde & C Brockton, Mass. (70A)
6 cs womens leather shoes — General Shoe Import Ex Co, Nashville, (70A)
2 cs beach hats—Citron & Slatin (70A)
29 pks straw hats—Bernard Krulwich (70A)
7 cs straw hat bodies—Citron & Slatin (70A)
BEADS, STONES—Italy
5 cs glass beads—Elliot Greene. (70A)
COTTONS—Italy
1 bale tapestry—J H Thorp. (70A)
2 cs—Penson & Co. (70A)
1 pcl tissues—Excel Shpg Corp. (70A)
FIOCCO FABRICS—Italy
2 bls—Bart Sales Corp. (70A)
FLOWERS, ART—Italy
92 cs—Beldan Design, Bklyn. (70B)
42 cs—C L Sterner. (70B)
HAT BODIES—Italy
4 pcls straw—S Stern Henry. (70A)
LINENS—Italy
3 cs—B M Jabara & Sons. (70A)
PIECE GOODS—Italy
1 cse—Far Eastern Fabrics. (70A)
RAYONS—Italy
1 bale spun tissues—Order. (70A)
RAYONS, COTTONS—Italy
2 bls mixed tissues—Order. (70A)
5 bls mixed tissues—A Weiser. (70A)
2 bls mixed fabrics—Textile Fabrics Co. (70A)
SILKS—Italy
1 cse, 3 cse pce goods—Chardon Fabrics, Inc. (70A)
1 bale pce goods—Guabello Inc. (70A)
2 cs, 1 bale pce goods—J Schoeneman (70A)
1 cse tissues—Order. (70A)
18 pks tissues—Excel Shpg Corp. (70A)
6 cs pce goods—Roman Smucer Woolen Co. (70A)
1 cse pce goods—J of A Inc. (70A)
2 cs pce goods—Stroheim & Romann (70A)
4 bls pce goods—H W Robinson. (70A)
4 cs pce goods—Republic Com Corp. (70A)
1 bale pce goods—J Talcott. (70A)
2 cs pce goods—Sciamandre Silks, Inc. (70A)
THREAD, COTTON—Italy
1 cse—Necchi Sew Machine Sales. (70A)
VELVETEEN—Italy
6 cs twillback cotton—J K Guttstadt. (70A)

Continued

3245

4419

Continued

SS INDEPENDENCE

WOOLENS—Italy
22 bls, 5 cs pce goods—Tuk Town Sales, Inc. (70A)
2 bls—Robert Hall Clothes. (70A)
1 pcl tissues—Excel Shpg Corp. (70A)
11 bls tissues—Eagle Clothes, Inc. Bklyn. (70A)
3 bls tissues—Kingsley Fabrics, Inc. (70A)
7 bls tissues—Fashion Park Inc, Rochester. (70A)
6 bls pce goods—Gusbello, Inc. (70A)
27 bls tissues—Bart Schwartz Intern Text. Ltd. (70A)
2 bls worsted pce goods—Hart Schaffner & Marx, Chic. (70A)
13 bls worsted pce goods—Rose Bros Inc. (70A)
2 bls pce goods—G A Vedovi. (70A)
5 bls pce goods—Gramercy Park Clothes, Inc. (70A)
4 bls pce goods—Wells Clothes, Inc. (70A)

WOOLENS, FIOCCO—Italy
14 bls, 1 pcl mixed tissues—Nolex Trdg Co, Montreal. (70A)
3 bls mixed tissues—Borneo Sumatra Trdg Co. (70A)

Fibers

BRISTLES—Italy
15 cs black—Plastic Synthetic—Almar Bristles & Hair Processing Co. (70A)

Building Materials

HARDWARE—Italy
10 cs tool sets—Vespa Distr Corp. (70A)

PLUMBING SUPPLIES—Italy
22 cs tape—Marine Mid Tr (70A)
82 cs brass faucets—Smith Wolff (70A)
27 cs brass faucets—Intern Plumbing Mfg Co. (70A)
19 cs brass faucets—Harco Hardware, Cleveland. (70A)

Furnishings

CUTLERY—Italy
26 cs shears—Henry Schaerf Corp, Bklyn. (70A)
25 cs shears—Penson & Co. (70A)

EARTHENWARE—Italy
1 cse—Lang & Marshall. (70A)

FURNITURE—France
1 cse arm chairs—Penson & Co. (70)

GLASSWARE—France
1 cse—M Levin. (70)
1 cse—Penson & Co. (70)

MAJOLICAS—Italy
17 cs—Majestic Lamp Mfg Corp. (70A)

Miscellaneous

ALUMINUM WARE—Italy
11 cs coffee pots—Orsema Import Co, Canada. (70A)
2 cs—W H Kauders. (70A)
2 cs—Lang & Marshall. (70A)

AUTO PARTS—Italy
8 cs—Uniworld Industrial Mart. (70A)

BOTTLE OPENERS—Italy
2 cs—Lang & Maranani. (70A)

BRASSWARE—Italy
1 cse—Amer Express. (70A)
8 cs—Dessau Brass, Inc. (70A)
3 cs—W H Kauders. (70A)

FILMS—Italy
157 cs—Monteleoni, Inc. (70A).

GLASSES, SUN—Italy
3 cs—Saima. (70A)

MACHINERY—Italy
1 cse (530 kilos)—Gane Bros. (70A)
1 cse pts—Luigi Serra. (70A)
1 cse pts—C A Mascherin. (70A)

MACHINES, ADDING—Italy
5 cs (Totalia)—Smith Corona, Syracuse. (70A)

MACHINES, CALCULATING—Italy
3 cs—Olivetti Corp of America. (70A)

MACHINES, SEWING—Italy
2 cts heads—Marion Shpg Co. (70A)

METALWARE—Italy
1 cse—Robinson & Co. (70A)

MOLD—Italy
1 cse—Tigrett Industries, Inc. (70A)

MOULD, STEEL—Italy
1 cse—Amer Express. (70A)

MUSICAL INSTRUMENTS—Italy
5 cs—R Galanti & Bro. (70A)
7 cs accordions—Amer Express (70A)
4 cs accordions—Marion Shpg Co. (70A)
5 cs accordions—A Dronge Mus. Co. (70A)
1 cse flutes—F Gretsch. (70A)
2 cs—Carl Fischer. (70A)

PAINTINGS—Italy
6 cs—Penson & Co. (70A)

PLASTIC WARE—Italy
1 cse—W H Kauders. (70A)
4 cs fittings—Mirenda Corp. (70A)

PRINTED MATTER—Italy
11 cs—Hallmark Cards Inc. (70A)

TOYS—Italy
13 cs—Penson & Co. (70A)

TYPEWRITERS—Italy
24 cs—Olivetti Corp of America. (70A)
8 cs—Alma Office Machine Corp. (70A)
140 cs—Olivetti Corp of America (70A)

UMBRELLAS—Italy
2 cs handles—G Schlesinger. (70A)
4 cs handles—The Empire Allied Co. (70A)

WOODENWARE—Italy
27 cs—Premier Lamp Co. (70A)
3 cs—Amer Express. (70A)
9 cs—Benziger Bros. (70A)

3946 [Fol. 4420]

VOL. 6 — 1,524 IMPORT DAILY NEW YORK, MARCH 12, 1958

SS CONSTITUTION

(Am) Mar 10

(To: Amer Express—Pr 4, NR)

From Mediterranean

No.	From
(12)	Greece, Italy
(12A)	Naples, Italy
(12B)	Cannes, France

Chemicals

OIL, ESSENTIAL—France
1 cse—Reure Dupont Mfg Co (12B)
30 pks for flavoring—Lo Curto & (12B)

PERFUMERY—France
3 cs, 7 drs—Lo Curto & Fuck (12B)

PHARMACEUTICALS—Italy
2 cs (172 kilos)—Gyma Lab of Amer (12)
1 cse, 2 csks (55 kilos)—Gyma Lab of Amer (12)

Foodstuffs

BREAD STICKS—Italy
35 bxs—G Brunella (12)

CHEESE—Italy
30 cs pecorino romano—Lionelli Packing Co (12A)
25 cs pecorino romano—A Farinella (12A)
117 bls feta—Moscahlades Bros (12A)
100 cs provoloni, provolette—A Fantis (12A)
10 cs pecorino romano—Lily Lake Cheese Co (12A)
50 cs pecorino romano — Otto Roth (12A)
100 cs bertolli—Bertolli Trdg Corp (12A)
25 cs pecorino romano—Gordon Prod Co (12A)
25 cs pecorino—Farinella Bros (12A)
102 cs pecorino romano—Ambrioia Co (12A)
50 cs pecorino romano—Joseph Bonsignore (12A)
47 cs salted—G N Bragelli (12A)
50 cs pecorino—D & A Sclafani (12A)
30 cs ricotta—Fontana Hollywood Corp (12A)
267 bls, 55 cs—Lekas & Drivas (12A)
175 cs provoloni, caciocavalli, fiasori —W Fashrich (12A)
80 cs provoloni—June Dairy Food Prod Corp (12A)
55 cs—Antonio Piccini (12A)
130 cs—Bertolli Trdg (12A)
90 cs—Lily Lake Cheese (12A)
120 cs—J & Hoffman (12A)
100 bls feta sardinian sheep—Order (12A)
70 bls—Pasquale Bros, Toronto (12)
88 churns gorgonzola — Lily Lake Cheese Co (12)

CHEESE—Swiss
30 tubs loaf—C Stern Henry (12)

MACARONI—Italy
500 ctns—J & J Limeri (12A)

MACARONI—Italy
280 cs—Farinella Bros. (12A)
700 cs—Baldanza & Co. (12A)
3,000 bxs—F Bonomo. (12A)

OIL, OLIVE—Italy
525 cs—Pastene & Co. (12)
200 cs—Carmelia Packing. (12)
48 cs—Sansone Food Prod Co. (12)

PEPPERS, RED—Italy
80 bkts—Musolino Lo Conte. (12A)

SAUSAGES—Italy
200 cs—A De Simone (12)

TOMATO PASTE—Italy
80 ctns—Luigi Caso. (12A)

TOMATOES, PEELED—Italy
680 ctns—Chase Manhattan Bnk. (12A)
500 ctns—Luigi Caso. (12A)

Wines & Liquors

WINES—France
25 cs — Whype Quality Wines Corp. (12B)

WINES—Italy
800 ctns—Banfi Prod Corp. (12A)
450 ctns — Blue Crest Wine & Spirit Corp. (12A)

Textiles

APPARELS—Italy
2 cs cotton tissue gloves—W J Byrnes. (12A)
3 cs cotton tissue gloves—R H Macy. (12A)
8 cs leather gloves—Kaufman & Vinson. (12A)
11 cs tissue gloves—B H Thome, Toronto. (12A)
8 cs cotton gloves—Gloria Gloves Inc. (12A)
8 cs cotton gloves — Caribe Gloves. (12A)
9 cs leather gloves — Wear Right Gloves Inc. (12A)
18 ctns leather shoes—Order. (12)
43 bxs mens cloth shoes — Gen Shoe Exp Imp Co. (12)
17 pks straw hats—Bernard Krulwich. (12)
4 cs wool hosiery — Ebl Sweaters of Rani Renzo. (12)
11 ctns leather shoes—Transworld Shoe Corp. (12)
29 cs leather shoes—W F Collins. (12)
4 cs bags, gloves—Leat Shpg. (12)
62 ctns felt hats—Bill & Caldwell Inc. (12)

COTTONS—Italy
14 bls tissues—Penson & Co. (12)
1 cse tissues—Penson & Co. (12)
3 cs—Amer Expr. (12)
18 cs tissues—Bart Sales Corp. (12)
1 cse tissues—Bart Sales Corp. (12)

COTTONS, RAYONS—Italy
31 bls tissues — Milbeck Fabrics Inc. (12)
16 bls tissues—M Fidler (12)
1 bale tissues—Strohein & Romann (12)

RAYONS, COTTONS—Italy
12 bls pce goods—Reliance Co (12)
4 bls pce goods—Weavers Textile Corp (12)

SILKS—Italy
5 pks tissues—Penson & Co (12)
3 cs—M J Corbett (12)
4 cs tissues—J D Smith Inter Ocean (12)
7 bls pce goods—H W Robinson (12)
2 bls pce goods—James Talcott (12)

UPHOLSTERY FABRICS—Italy
3 bls cotton, rayon—Regal Textile Corp (12)
2 bls cotton, rayon—Wolking Plush Co (12)
1 cse, 3 bls cotton, rayon—Harlem Fabrics Co (12)
7 cs cotton, rayon—Baronio Studios (12)

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4420

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SS CONSTITUTION

18 bls, 1 cse cotton, rayon—South Eastern Fabrics Corp (12)
3 bls cotton, rayon—Reliance & Co (12)
5 bls cotton, rayon—Belle Fabrics Co (12)
1 cse cotton, rayon—F Schumacher (12
2 bls cotton, rayon—Continental Looms Inc (12)

WOOLENS—Italy
4 cs pcs goods—Lep Transport (12)
2 cs tissues—J D Smith Inter Ocean (12)
20 bls—Tuk Town Sales Co (12)
122 bls cloth—United Togs Inc (12)
30 bls tissues—S Stern Henry (12)
3 bls tissues—H W Robinson (12)
13 bls tissues—Bart Schwartz (12)
6 cs tissues—F C Gerlach (12)
2 cs, 12 bls tissues—Bart Sales Corp (12)
8 bls—H W Robinson (12)

WOOLENS, FIOCCO—Italy
4 bls tissues—Borneo Sumatra Trdg (12)

Building Materials

PLUMBING SUPPLIES—Italy
10 cs fittings for iron & steel pipes—S Jack Senter (12)

TILES—Italy
60 cs ceramic—Std Tile Co (12A)

Furnishings

CERAMICS—Italy
3 cs—Rosenfeld Import Co (12)

CUTLERY—Italy
17 cs shears—Penson & Co (12)
4 cs scissors & trimmers—United Cutlery Co (12)
10 cs shears—Morris Struhl Inc (13)

GLASSWARE—Italy
10 cs—R H Macy (12A)

Miscellaneous

DENTAL APPLIANCES—Italy
1 cse—J O Luongo (12)

FILMS—Italy
126 bxs motion picture—Monteleoni Inc (12)

GIFT PARCELS—Italy
10 cs—Ital Shpg (12A)
4 cs, 1 trunk—Ital Shpg (12A)
17 cs—Excel Shpg (12A)
8 cs—Ital Shpg (12A)
49 cs, 2 crts—Ital Shpg (12A)

GLASSES, SUN—Italy
15 cs—Products Exchange Co (12)

HAIR, HUMAN—Italy
1 cse—A Klugmann (12A)

MACHINERY—Italy
3 cs—Budde & Westermann (12)
1 cse universal milling—Winter, Wolff (12)

MACHINES—Italy
1 cse—J E Bernard (12)

MACHINES, CALCULATING—Italy
260 bxs—Order (12)
420 bxs—Olivetti Corp of Amer (12)

MACHINES, BOOKKEEPING—Italy
60 bxs—Order (12)

METALWARE—Italy
3 cs medals—Lawrence N Dalsheim (12)

MIRRORS—Italy
2 cs—Gehrig Hoban (12)

MOSAICS—Italy
10 ctns—Marble Intern Inc (12)

MUSICAL INSTRUMENTS—Italy
3 cs accordions—Order (12)
12 cs accordions—Amer Expr (12)
3 cs—E Chiassarini (12)

PENS, FOUNTAIN—Italy
21 cs—Nat Pen & Pencil Co, Montr (12)

PEPPERMILLS & SALTSHAKERS — Italy
4 cs—Europa Commerce Inc (12)

PRINT, LITHOGRAPHIC—Italy
5 cs—Gerffert Co (12)

RELIGIOUS GOODS—Italy
11 cs—Alfred Mainzer (12)

SPORTS GOODS—Italy
2 cs—Sile Distr (12)

TOYS—Italy
2 cs wooden—Verdon Import Co (12)

TYPEWRITERS—Italy
420 bxs portable — Olivetti Corp of Amer (12)
42 pcs—Alma Office Machines Corp (12)
488 cs typewriters, 88 cs portable—Olivetti Corp of Amer (12)

MS PARTHIA

(Br) March 8

(To: Cunard Line—Pr 91 NB)

From United Kingdom

No.	From
(16)	Liverpool, England

Chemicals

ACID, CRESYLIC—England
51,730 lbs—H A Gogarty (16)

ALLOPRENE E—England
100 bgs (5150 lbs)—C M C Chemicals Inc (16)

AMMONIA ALUM—England
280 bgs (28,350 lbs)—C M C Chemicals Inc (16)

ANTI-STATIC ADDITIVE—England
1 drum—Shell Oil Co (16)

BLEACHING POWDER—England
50 bgs—Chemical Mfg Co (16)

CHEMICALS—England
20 bgs—Nat City Bank (16)
1,000 bgs (50,750 lbs)—Catalin Corp of America (16)

COLORS, ANILINE—England
14 drs—Heemaoth Kerbar (16)

COLORS, POTTERS—England
3 cs—D C Andrews—Ballantyne & Co (16)

EMPILAN—England
1 drum (55 lbs)—Colgate Palmolive Co (16)

GLUE—England
380 bgs—Junc Fwdg Co (16)

GYPSUM—England
200 bgs—A Gusmer (16)

IMPERIAL—England
50 ctns (1980 lbs)—Lakeside Lab, Milwaukee (16)

IRON SULPHATE—England
50 drs—Hudson Shpg Co (16)

PHARMACEUTICALS—England
1 drs—A J DeMay (16)
40 cks (9567 lbs)—Henley & Co (16)

POTASSIUM CYANIDE—England
100 drs—Chemical Mfg Co (16)

POTASSIUM METABISULPHITE—England
4 cs tablets—A Gusmer (16)

RESIN, SYNTH—England
2 kegs 1 cse—Union Carbide Intern Co (16)
1 cse—H A Gogarty (16)

SODA, BICARBONATE—England
700 bgs—Chemical Mfg Co (16)

SODIUM PERBORATE TETRAHYDRATE—England
1600 bgs (163,200 lbs)—Chemical Mfg Co (16)

SODIUM CYANIDE—England
250 drs—Chemical Mfg Co (16)
250 drs—Chemical Mfg Co (16)
250 drs—Chemical Mfg Co (16)

TITANIUM GRANULES—England
2 drs (362 lbs)—Chase Brass & Copper Co (16)

TRICHLOETHYLENE—England
100 drs—Chemical Mfg Co (16)
100 drs (71,000 lbs)—Chemical Mfg Co (16)
9 drs (7398 lbs)—Amerst Lab (16)

UREA, SYNTHETIC—England
2027 bgs—Chemical Mfg Co (16)

WEEDKILLER—England
200 bgs propionic—D C Andrews (16)

ZINC OXIDE—England
45 bgs (2,296 lbs)—Order (16)

Hides, Skins and Casings

LEATHER—England
2 cs—Penson & Co (16)
37 bls—Chilewich Sons & Co (16)
6 bls dressed sheepskin—Anglo Amer Leather Co (16)
1 drum—Rohner Gehrig (16)
7 trs dressed goatskin—R Gehrig (16)
5 trs calfskin-kipside leather—Rohner Gehrig (16)

SKINS, CHAMOIS—England
2 bls—Rohner Gehrig (16)
1 bale—Rohner Gehrig (16)

SKINS, CROCODILE—England
55 cts (Nigeria)—Southern Trdg Corp (16)

Foodstuffs

BISCUITS—England
285 ctns—Cresca Co (16)

BREAKFAST FOODS—England
40 ctns fru-grains—Merit Food Co, East Paterson, NJ (16)

CHOCOLATE—England
1,477 cs confectionery—Chunky Chocolate Corp, Rklyn (16)

COCOA CAKE—England
697 bgs—Gill & Duffus (16)

CONFECTIONERY—England
200 cs chocolate—Cadbury Fry (16)
112 cs licorice—A Goldmark & Sons (16)
280 ctns sugar candy—D Intern (16)
215 ctns sugar—Jaret Imports (16)
81 ctns sugar—Murray-Allen Imports (16)
40 ctns sugar—Dorf Intern (16)
1,035 cs sugar candy—Murray-Allen Imports (16)
1,000 ctns sugar candy—P Spatz (16)
175 ctns—Swezzels Inc (16)

CRAYFISH, FROZEN—Australia
3 cs—Gilman Intern (16)

FISH, SMOKED—England
400 pks cod fillets—Trans Oceanic Fisheries (16)

HERRING, KIPPERED—England
535 cs, 625 bdls—Vita Food Prod (16)
51½ bdls (5,288 lbs)—Mac Gregor Fisheries Inc (16)

JAMS—England
500 cs—A Goldmark & Son (16)

JAMS & MARMALADE—England
3,050 cs—R U Delapenha (16)

KIPPERS, CHILLED—England
328 pkg—Trans Oceanic Fisheries (16)

LOBSTER TAILS, FROZEN—Australia
557 cs—Crest Import Co (16)
1964 cs—Tipman Thurlow (16)
1262 cs—R L Stix (16)
1800 cs—Gilman Intern Inc (16)
1048 cs—Pine Hill Fish Co (16)
2798 cs—Wilbur Ellis (16)

OATMEAL—England
7 cs—R H Macy (16)
325 cs—McLeer & McLeer (16)

WHEAT FLOUR—England
10 bgs—Milton Snedeker (16)

Metals and Ores

ALUMINUM—England
4 cs circles—Nickel Alloy (2222 lbs)—Gerhard & Hey (16)
17 cs circles (18,214 lbs)—Norca Corp (16)
44 cs circles (13,064 lbs)—General Materials Co (16)

BRASS—England
8 cs tubes (17,497 lbs)—Davis Eng Corp, Elizabeth, NJ (16)
82 cs strips (78,896 lbs)—C & C Button Trimming Co (16)
18 cs pipe (19,066 lbs)—Unfinindo Intern Corp (16)
20 cs plates (20,322 lbs)—Order (16)
14 cs solid tubes (18,565 lbs)—Order (16)
9 cs pipe (4,739 lbs)—Bassett Smith (16)
278 cs rods (145,408 lbs)—L D Peters & Sons (16)
176 bdls 24 cs rods (14,977 lbs)—L D Peters & Sons (16)
11 cs strips (3300 lbs)—L D Peters & Sons (16)
23 cs tubes (42,792 lbs)—F Henjes Jr (16)
9 cs tubes (10,786 lbs)—Sobel Shpg Co (16)

BRONZE POWDER—England
75 drs—Wedemann & Godknecht (16)

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MS PARTHIA

FOIL, ALUMINUM—England
10 cs condenser (1,147 lbs)—United Mineral & Chem Corp (16)
NICKEL—England
2 cs strips (124 lbs)—Order (16)
STEEL—England
41 bdls bars (3,565 lbs)—Ziv Steel & Wire Co, Ohio (16)
3 cs strips (1,809 lbs)—Liberty Freight Lines (16)
1 cse heat resist (1,360 lbs)—Donholme, Inc, West NY, NJ (16)
21 bdls scaffolding props (45,812 lbs) —Patent Scaffolding Co, LIC, NY (16)
TIN—England
996 ingots cornish and 1 f—C Tennant Sons (16)
WIRE—England
6 drs mild steel—J D Smith (16)
3 dr, 32 cs mild steel—J D Smith (16)

Wines & Liquors

ALE—England
100 ctns—J & J Distr Co (16)
WHISKEY—England
2,000 cs—Buckingham Corp (16)
275 cs—Canada Dry Corp (16)
20 bbls—Duncan Gilmour (16)

Textiles

APPARELS—England
30 cs men's leather shoes—A U T Customs Brokers (16)
3 cs cotton raincoats—J A Bank & Co, Balt (16)
2 cs men's wool hose—Interwoven Stocking Co (16)
42 cs shoes—Gimbel Bros (16)
19 cs shoes, 1 cse hosiery, 95 ctns rope rolled canvas shoes, 7 ctns knitwear—Order (16)
59 cs men's shoes—Atkinson Shoe Corp, Balt (16)
5 cs shoes, 1 cse hosiery, 14 cs felt hats—Brooks Bros (16)
60 cs plastic handbags—G C Murphy (16)
92 cs leather shoes—Anglo Amer Agencies (16)
3 cs men's wool hose—Interwoven Stocking Co, Martinsburg, W Va (16)
82 cs leather shoes—Anglo Amer Agencies Corp (16)
19 cs gaberdine raincoats—Baracuta, Inc (16)
21 cs shoes—Lep Transport (16)
13 cs shoes—J Winter & Sons (16)
10 cs men's boots and shoes—Meadows Wye (16)
72 cs leather shoes—Anglo Amer Agencies (16)
100 cs mens shoes—A U T Customs Brokers (16)
30 cs mens shoes—J Winter & Son (16)
7 cs green berets—Marcel Kurfs (16)
23 cs footwear—Brevitt Amer Corp (16)
103 cs leather shoes—Anglo Amer Agencies Corp (16)
19 cs mens leather shoes—McDuffee Shoes Ltd (16)
BLANKETS—England
9 bls wool—Hudsons Bay Co (16)
CHINTZ—England
3 cs glazed—Meadows Wye (16)
1 cs ptd glazed—J H Throp (16)
1 cs 1 pcl chintz—J J Gavin (16)
2 cs glazed—F C Gerlach (16)
1 cs ptd glazed—Jofa, Inc (16)
2 cs glazed—Stroheim & Romann (16)
1 cs ptd glazed—Morton Sundour (16)
COTTONS—England
1 cs knit fabrics—an Raalte Co (16)
3 bls ticking—Osmson Inc (16)
1 bale pce gds—Bingham Bros (16)
7 cs—Gimbel Bros (16)
2 cs furnishng fabrics—H W Robinson (16)
1 cse—Kaufman & Vinson (16)
2 pcls—Meadows Wye (16)
2 cs pc gds—Butler & Co (16)
6 cs—W Iselin (16)
2 cs—Brooks Bro (16)
1 bale pce goods—Penson & Co (16)
3 cs bleached goods—Gane Bros & Lane (16)
1 cs umbrella cloth—D Morawetz (16)
2 cs—W Iselin (16)
5 cs pcs goods—M J Corbett (16)
6 cs—Rich Guild Shirt Co (16)
1 cs—Rodney Fielding (16)
1 cs knit fabrics—The Daniel Hayes Co Gloversville NY (16)
91 cs pce goods—D H Grant (16)
COTTONS TERYLENE—England
1 trs lace scarves—F M Saydah & Bros (16)
COTTON YARN—England
5 cs—H H Raff, Phila (16)
10 cs—T D Toy (16)
ELASTICS—England
3 cs—Order (16)
ELASTIC WEBBING—England
1 pcl—Arcaro & Dan's Saddlery (16)
FABRICS—England
1 cs black lustre drill—Baker Fabrics (16)
FABRIC, WOVEN—England
1 cse—B F Goodrich (16)
HOLSTS—England
1 cse hydr tipping (4,144 lbs)—Amer Express (16)
LINENS—England
1 cse—Bloomingdale Bros (16)
2 cs pce goods—Rusch & Co (16)
2 bls terry cloth—Chase Manh Bnk(16)
LINENS—Ireland
2 bls—A H Lee & Sons (16)
1 bale—Lendale Textile Co (16)
8 cs—Bloch Freres (16)
1 cse—Harris Levy (16)
16 cs—Jon Jay Co (16)
3 cs—Dorf Intern Ltd (16)
1 cse—J Rittenthaler (16)
1 cse—Borab Bros (16)
16 cs—W Liddell (16)
1 cse—Intern Hdkf Mfg Co (16)
3 cs—Cluett Peabody (16)
8 cs—Pakell Inc, Batn (16)
1 cse—Ross Bros (16)
1 cse—Maharam Fabrics (16)
2 cs—Gottschalk & Co (16)
19 cs—York St Flax Spg Co (16)
2 cs—F A Delaney (16)
56 ctns, 1 cse—Hamilton Adams (16)
2 cs—Morsly Hdkf Co (16)
2 cs—A B Chabot (16)
1 cse—Bonart Hdkf Corp (16)
1 cse—W Liddell (16)
2 cs—J M Rodgers (16)
2 cs—Ulster Weaving Co (16)
1 cse—Mersco Textile Co (16)
5 cs—Ulster Weaving Co (16)
67 cs—J J Gavin (16)
2 cs—H W Baker Li en Co (16)
1 cse—Paris Neckwear Co (16)
10 cs—S Stern Hosiery (1)
1 cse—F A Delaney (16)
2 cs—Kean Watson & Meder (16)
5 cs—Winsor Mfg Co, Woonsocket, RI, (16)
11 cs—R McBratney (16)
12 cs—Robinson & Golluber (16)
6 cs—Grossman & Weissman (16)
1 cse—Berkshire Hdkf Co (16)
16 cs—Abraham & Straus (16)
2 cs—Bloomingdale Bros (16)
2 cs—M Harris Textile Co (16)
1 cse—Amer Express (16)
2 cs—E L Sandler (16)
2 bls, 20 cs—Blackstaff Linens (16)
4 cs—Llan Bros (16)
1 cse—Victor Bijou (16)
LINEN CARD CLOTH—England
2 trs foundation—C H Powell (16)
LINENS, COTTONS—Ireland
6 cs—J H Rodgers (16)
NETS—England
1 cse cotton—Stern & Stern (16)
9 cs cotton bobbin nets—H Kreashover (16)
NETTING—England
3 cs silk, 3 cs cotton—J Heathcoat(16)
RAYONS, COTTONS—Ireland
20 cs 1 bale—W Liddell (16)
SILKS—England
1 cse pce goods—H W Robinson (16)
1 cse pce goods—H W Robinson (16)
UPHOLSTERY FABRICS—England
5 trs—Meadows Wye (16)
WOOLENS—England
18 bls Irish tweed—Browning King (16
69 pks —Order (16)
35 bls—J Schoeneman (16)
84 pks—H W Robinson (16)
5 cs, 1 bale—Gimbel Bros (16)
1 pcl, 33 bls—Kingsley Fabrics Inc(16
53 pks—H W Robinson (16)
1 cs—Kaufman & Vinson (16)
5 cs worsted suitings, 351 pks woolens, 1 cse worsted cloth—Order (16)
2 bls—Meadows Wye (16)
7 bls, 4 cs—H W Robinson (16)
8 cs—M J Corbett (16)
1 bale, 1 cse, 12 drs—Intermaritime Fwdg Co (16)
3 bls tweeds—Inter Maritime Fwdg Co (16)
7 bls—Brooks Bros (16)
58 pks—H W Robinson (16)
66 pks—Penson & Co (16)
28 cs—Leading Fwdg Inc (16)
3 bls—N Newman (16)
15 bls—Inter Maritime Fwdg Co (16)
1 cs, 1 trs, 3 bls—Taub Hummel & S (16)
17 bls pce goods—Feld British Agencies Ltd (16)
2 trs—Vernon Textiles Co (16)
2 cs—C A Haynes (16
1 trs creped—Amer Express (16
1 bale pce goods—Barnett Intern Fwdg Co (16)
1 cse—C A Haynes (16)
4 bls—Amer Express (16)
23 bls—J E Bernard, Chic (16)
5 bls—Penson & Co (16)
3 bls—Amer Express (16)
2 bls tissues—Barnett Intern Fwdg (16)
WOOLENS—Ireland
7 bls—Penson & Co (16)
27 bls—H W Robinson (16)
1 cse—Bancrest Linens Inc (16)
2 bls—Inter-Maritime Fwdg Co (16)
WOOLENS, WORSTEDS—England
20 cs—J Talcott (16)
38 ctns, 1 cse, 2 bls— JTalcott (16)
WORSTEDS—England
1 bale dress cloth—Order (16)
4 bls 46 ctns—Dorf Intern (16)
10 bls—Inter Maritime Fwdg Co (16)
1 cse pce goods—Tuys Cuban Express (16)
YARNS—England
5 bls knit yarn—David Traum (16)
2 bls hand-knit— HW Robinson (16)
YARNS—Ireland
9 cs flax lune—H Schwartz Yarn Inc, No Bergen, NJ (16)

Fibers

COTTON WASTE—England
27 bls—O'Brien Prod Inc (16)
NYLON WASTE—England
5 bls clips—Eisenberg Fibres Inc (16)
PIASSAVA—England
600 bdls—E B & A C Whiting (16)
150 bdls (Calabar)—E B & A C Whiting (16)
642 bdls (Calabar)—Demarest Fibre Co, Bloomfield, NJ (16)
WOOL, MOHAIR—England
1 cse suiting—Amer Express (16)
WOOL NOILS—England
17 bls—Newmann Endler (16)
WOOLEN WASTE—England
1 bale new rags—J Eisenberg (16)
10 bls clips—R & V Miller (16)
24 bls clips—Lobsitz Mills Co, Nutley NJ (16)
26 bls rags—Continental Wool Co (16)
13 bls botany clips—Rubin Bros, Bklyn (16)
20 bls rags—First Nat City Bank (16)
4 bls clips—Amer Express (16)
35 bls rags—J Eisenberg (16)
7 bls new rags—Rubin Bros (16)
7 bls rags—M S Glauber Cleveland. (16)
12 bls new rags—R & V Miller (16)
43 bls clips 1 bale new waste—Rubin Bros Bklyn. (16)
5 bls clips 1 bale new threadwaste—Barony Wool Corp (16)
9 bls rags 11 bls threadwaste—Rubin Bros (16)
18 bls—Continental Wool Co Bklyn (16)
19 bls rags 1 bale waste—W Barnet & Sons (16)
17 bls rags—R & V Miller (16)

Building Materials

BUILDING MATERIALS—England
148 bdls rolled steel windows and frames 7 cs aluminum wall glazing sections—Morison Pollexfen & Blair. (16)
GLASS—England
15 cs plate—Amer Express (16)
36 cs colored window—L Popper & Sons (16)
9 pallets window—M Balika Son (16)
HARDWARE—England
10 cs steel rivets (1,734 lbs)—Order (16)
47 cs hand tools—Metasco Inc (16)
72 cs steel brackets—Order (16)
28 cs pliers—Penson & Co (16)
100 bgs steel spring lock washers (12,610 lbs)H T Kennedy. (16)
2 cs garden tools—Lange & Marshall. (16)
1 cs tool parts pneumatic—Gallagher & Ascher. (16)
1 cs steel files (238 lbs)—X-Acto Inc. (16)
89 drs steel screws 9 drs brass screws (9,082 lbs)—H T Kennedy (16)
2 cs dart tools etc—Continental Airlines (16)
3 cs stee ltools (1,504 lbs)—Gehrig Hoban (16)
34 cs kegs steel spring lock washers (3,936 lbs)—H T Kennedy (16)
100 bdls griffin brand chisel and point pick axes—Hi-Test Twist Drill Works (16)
TILES—England
35 ctns—L Goldey (16)
198 ctns glazed — Vanderalan Tile Co. (16)

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MS PARTHIA

Furnishings

CARPETS—England
6 bls—W J Byrnes (16)
20 bls—Order (16)
CHINAWARE—England
1 ck—F C Edmiston (16)
1 ck—F & R Lazarus (16)
69 cs—Universal Import Corp (16)
5 cs—Koscherak Bros (16)
1 ck—J D Fairbanks (16)
1 cse—Plummer, Ltd (16)
4 cks—Inter Maritime Fwdg Co (16)
6 cks—Order (16)
1 ck—Bloomingdale Bros (16)
3 cs—J E Bernard (16)
4 cks—Meakin & Ridgway (16)
9 cks—Worcester Royal Porcelain Co (16)
4 cks Dickens birds—Worcester Royal Porc (16)
50 cs—Crownford China Co (16)
56 cs—Doulton & Co (16)
11 cs—E Walker (16)
16 cs—Crownford China Co (16)
10 cs—Sellers Trans Co (16)
3 cs—G Borgfeldt (16)
3 cs—A G Rilse (16)
CROCKERY—England
1 ck—Fondeville & Co (16)
CUTLERY—England
19 cs—Penson & Co (16)
1 cse—Supreme Cutlery Corp (16)
1 cse—Ambassador Cutlery Sales, Inc (16)
1 cse—A Cohen & Sons Corp (16)
1 cse—W Adams (16)
1 cse—A E Lewis (16)
2 cse—A E Lewis (16)
1 cse blades—Eton Silver, Inc (16)
EARTHENWARE—England
60 ctns—B Altman (16)
2 cts—Koscherak Bros (16)
20 pallets 82 cs—Justin Tharaud & Son (16)
652 cs—Crownford China Co (16)
2 cts—Gimbel Bros (16)
11 cs—Fondeville & Co (16)
1 cse—Metasco Inc (16)
1 cse—Gallagher & Ascher (16)
6 cts—Meakin & Ridgway (16)
3 cts—Lynn Myers (16)
1 cse—G C Murphy (16)
17 cs—Sellers Trans Co (16)
5 cks—Tedman Import Co (16)
7 pks—G Borgfeldt (16)
5 cs—Lynn Myers (16)
64 cs—F C Gerlach (16)
8 cts—Well Ceramics & Glass Inc (16)
8 cts—Johnson Bros (16)
19 cs—P A Straub (16)
FLATWARE—England
2 cs sterling silver—M C Fina (16)
9 cs brass—Baker Imperial Co (16)
FURNITURE—England
2 cs hilux chairs—Gimbel Bros (16)
GLASSWARE—England
5 cs—Order (16)
2 cs—I Freeman & Son (16)
1 ck—E Franklin Hobbins (16)
13 cs—Eisenberg-Lozano (16)
KITCHEN UTENSILS—England
23 cs—Hudson Shpg Co (16)
65 cs—Amer Express (16)
42 ctns—Amer Express (16)
19 cs—Shefley Inc (16)
PORCELAIN—England
1 ck—Worcester Royal Porc Co (16)
RUGS—England
1 bale—Bloomingdale Bros (16)
SILVERWARE—England
1 cse hollow, 2 cs plated hollow—Eisenberg-Lozano (16)
TABLEWARE—England
1 cse epuns ware, 2 cs elec plated ware, 1 cse pewter ware—Inter-Maritime Fwdg Co (16)
2 cs ep on copperware, 1 cse epns hollow ware—Levinsons; Inc, Chic (16)
5 cs silver plated—Bloomingdale Bros (16)
4 cs elec plated & copper nickel silver goods—Meadows Wye (16)
1 cse silver plated—W L Bane (16)
8 cs elec plated goods—Meadows Wye (16)
1 cse epns—Almcee Whise Corp (16)
TRAYS—England
51 cs tinned metal—Steelmasters Inc (16)

Miscellaneous

ACRYLIC SHEETS—England
4 cs—J B Henriques (16)
ALUMINIUM WARE—England
56 ctns hollow—Express Fwdg (16)
ASBESTOS YARN—England
51 ctns—Raybestos Manhattan Inc (16)
AUTOS—England
14—Hambro Automotive Corp (16)
6 metrop hard tops—D C Andrews (16)
1 magnette—Hambro Automotive Corp (16)
11 triumps—Standard Triumph Motor Co (16)
4 Austin Healeys—Hambro Automotive Corp (16)
10 sport cars, 2 cs pts—Intercontinental Credit Corp (16)
5 morgan plus—Fergus Imported Cars Inc (16)
3 Austin Healeys—Hambro Automotive Corp (16)
19—Rootes Motors Inc (16)
25—Jaguar Cars Inc (16)
5 triumps estate wagons—Standard Triumph Motor Co (16)
AUTO PARTS—England
29 cs—Intermaritime Fwdg Co (16)
8 bdls—J Plaut (16)
1 cse—Hambro Automotive Corp (16)
4 cs—Genser Forman (16)
1 cse—Genser Forman Inc (16)
1 cse—Genzer Forman (16)
12 cs—Amer Express (16)
2 cs—Hambro Automotive Corp (16)
35 cs—Hambro Automotive Corp (16)
BABY CARRIAGES—England
7 cs wheels—Wear Ever Baby Carriage Co. (16)
3 bls pram canopies—Best & Co. (16)
4 cs pram parts—Bilt-Rite Baby Carriage Co., Bklyn (16)
6 cs pram mudguards—The wear Ever Baby Carrage Co. (16)
13 cs wheels—Bilt Rite Baby Carriage Co Bklyn (16)
BATH SALTS—England
1 cse—H W Robinson (16)
BICYCLES—England
3 cs parts—G Joannou (16)
360 ctns—Hercules Div Amer Mach & Foundry Co. (16)
320 ctns—A M F Wheel Good Hercules Div. Amer Mach & Foundry (16)
412 cs cycles, 1 cse propstands—W G Young (16)
29 cs—O C Ling & Sons (16)
BOOKS—England
28 cs—Macmillan Co (16)
1 cse—Timoth Trace Bookseller (16)
BRASSWARE—England
1 cse hollow—Old Dutch Trdg Co (16)
20 cs hollow—C L Sterner (16)
27 cs hollow—Baker Imperial Co (16)
22 cs hollow—L Ehrlich (16)
7 cs hollow—C L Sterner (16)
1 cse hollow—C L Sterner (16)
20 cs—Frolick Specialties Inc (16)
25 cs flatware—Guildfork Metalcraft Co (16)
1 cse hollow—Baker Imperial Co (16)
1 cse—C Mottahedah Mfg Co (16)
12 cs—F W Woolworth (16)
1 cse—Metasco Inc (16)
1 cse—F & R Lazarus (16)
148 cs—Penson & Co (16)
8 cs hollow—Universal Import Corp (16)
65 cs—Amer Express (16)
1 cse plaques—C L Sterner (16)
BUCKLES—England
2 cs—H Luzenberg (16)
CABINET COMPONENTS—England
12 cs—British Industries Corp (16)
CLAY CRUCIBLES—England
2 cs—Morganite Inc (16)
COMPACTS—England
6 cs—Metal Order (16)
COPPERWARE—England
1 cse hollow—I Freeman & Son (16)
14 ctn hollow—Order (16)
DIES—England
1 cse—Amer Express (16)
DRESSING CASES—England
1cse—Bloomingdale Bros (16)
ELECTRICAL GOODS—England
1 cse porcelain fus handles—Port Elec Supply Co (16)
ENGINES, DIESEL—England
1 cse vertical—Lister Blackstone (16)
ENGINE SPARES—England
4 cs—Lister Blackstone (16)
FILMS—England
2 cs—Rarneit Intern Fwdg (16)
FOIL, ETCHED ANODE—England
21 cs—United Mineral & Chem Corp (16)
HEEL PLATES—England
11 cks malleable (8139 lbs)—Star Heel Plate Co (16)
HORSE SHOES—England
3 bls—Kennedy Foster, Clifton, NJ (16)
IRON DUST CORES—England
1 cse alloy—Lenkurt Elec Co (16)
LATHOM SILENCERS—England
3 bls—Armel Co (16)
LEATHER GOODS—England
2 cs J & J Gavin (16)
2 cs—Rohner Gehrig (16)
LINK BELTING—England
4 ctns—Penson & Co (16)
LIVESTOCK—England
1 pony—Stockheimer & Harder (16)
1 pony—M Harrison (16)
LOUDSPEAKERS—England
3 cs—British Industries oCrp (16)
MACHINERY—England
1 cse confectionery wrap machy (3704 lbs)—The Package Machy Co (16)
1 cse milling—Milton Snedeker (16)
2 cs lathes & pts—Elisha Penniman, West Hartford (16)
2 cs hot gut cleaning machy—Koch Supplies Inc, Kansas City (16)
1 cse grain milling—Milton Snedeger (16)
1 cse confectionery wrap—Package Machy Co (16)
1 cse lace pts—Native Laces & Textiles Inc (16)
1 cse centre lathe (7672 lbs)—Lep Transport (16)
1 cse—Foster Machine Co, Westfield Mass (16)
3 cs wiring machy (4956 lbs)—General Strapping Corp (16)
1 cse pts—Parsons & Whittemore (16)
1 cse matrix gear grinder (5824 lbs)—The Sheffield Corp, Dayton Ohio (16)
1 cse pts—Eberal Tanning Co (16)
2 cs spares—Demt Sales Corp (16)
2 cs automatic screw (5152 lbs)—D H Burdett (16)
8 cs gen parts—Penson & Co (16)
1 cse conveyor rollers (2016 lbs)—Judson Sheldon (16)
MACHINERY—Ireland
1 cse pts—Linen Thread Co (16)
MACHINES, TYPOGRAPH—England
6 cs reproducing—Rotary Distr Corp (16)
MACHINES, SEWING—England
3 cs pts—Singer Mfg Co (16)
MAGNETS, POCKET—England
3 cs—Benjamin Equip Corp (16)
MICROSCOPE COVER GLASS—England
7 cs—A H Thomas, Phila (16)
MISCELLANEOUS—England
4 cs E P Ware—I F reeman & Son (16)
MOP LEVERS—England
15 cs—Amer Express (16)
MOTORS—England
21 cs (48,253 lbs)—Gerhard & Hey (16)
MOTORCYCLES—England
84 cs—B S A Inc (16)
6 cs parts—B S A Inc (16)
29 cs—B S A Inc (16)
NEEDLES—England
6 cs hand—F W Woolworth (16)
2 cs—J H Graham (16)
2 cs—W J Byrnes (16)
6 cs hand—Davies Turner, Oakville Conn (16)
OIL FILTER PARTS—England
83 cs—Milton Snedeker (16)
PAPER, CARBON—England
26 cs—B F Drakenfeld (16)
PAPER DOILIES—England
23 cs 3 pcls—H W Robinson (16)
PAPER, GUMMED—England
35 cs—B F Drakenfeld (16)
PAPER, WALL—England
45 ctns—Inter Maritime Fwdg Co Chic (16)
PAPERSTOCK—England
54 bls flaxwaste—Order (16)
PERIODICALS—England
27 cs—Kaufman & Vinson (16)
6 bls—Halperin Shpg Co (16)
PICNIC OUTFITS—England
1 cse—Hegmanshc Schlemmer (16)
PICTURE PRINTS—England
4 cs—A Schiftan (16)
PINS—England
10 cs brass (2,440 lbs)—Meadows Wye (16)
4 cs safety—F Goldstein (16)
PILLOW BLOCKS—England
6 cs—Penson & Co (16)
PLASTIC MOLD—England
1 cse—Pyro Plastics Corp (16)
1 cse—Banner Plastics Corp (16)
2 cs—Banner Plastics Corp (16)
PLAQUES—England
7 cs brass wall—C Bernfeld (16)
25 cs wall plaques—Universal Import Co (16)
31 cs brass—Two Ninety Fifth Ave Inc (16)
21 cs brass—L Ehrlich (16)
POLISH, BRASS—England
30 cs—Mfrs Marketing Co (USA) Inc (16)
POLISH CLOTH—England
1 csg ttn—S H Pomerance (16)
PUMPS—England
1 cse—Davies Bros (16)
PUMPS, PNEUM—England
2 Yeomans Bros (16)
RECORDS—England
322 ctns—Barnett Intern Fwdg (16)

Continued

[fol. 4423]

4423

Continued

MS PARTHIA

RECORD CHANGERS—England
25 cs Discus (USA) Inc (16)
100 cs—Discus Inc (16)
14 cs spindles—Discus (USA) Inc (16)
475 cs changers—Discus (USA) Inc(16)
475 cs—Discus (USA) Inc (16)
ROPE, COTTON—England
2 trs transmission—W. Lenyon & S(16)
ROPE, STEEL WIRE—England
17 drs brass plated (11,053 lbs) —Goodyear Co (16)
RUBBER GOODS—England
116 cs gloves—Stel berg Bros (16)
SADDLERY—England
1 cse bridles & lip straps—H Eelser, Newark (16)
2 cs hdware—Stalker—Uafy Corp (16)
1 cse—R J Saunders (16)
16 cs hardware—M M Jordan (16)
4 cs dandy brushes, 4 cs saddlery hdware, 1 cse saddlery equipment, 1 cse whips—ArcAro & Dans Saddlery Inc (16)
SILICA WARE—England
10 cs—C J Pullis (16)
SILVER CLOTH—England
9 cs silver cloth, 20 cs silver F. P. 4 cs plate powder—Mfrs Marketing Co. USA Inc (16)
SOAP—England
3 cs—H W Robinson (16)
SOOTHER TEATS—England
8 cs—Intern Expediters (16)
SPORTS GOODS—England
4 cs tennis frames—Dunlop Co. (16)
158 ctns tennis balls—Judson Sheldon (16)
12 cs lawn tennis balls—Manhattan Novelty Corp (16)
30 cs law tennis balls—Riddle Purch Co. (16)
STATIONERY—England
183 cs loose-leaf ring mechanism—General Systems Service (16)
TANKARDS—England
2 cs—Plummer Ltd (16)
TAPE READERS—England
17 cs high speed—Ferranti Elec Inc. (16)
TINWARE, BALER'S—England
1 cse—I Kalfus (16)
TIRES, TUBES—England
21 tubeless tires, 420 tires, 7 bdls cycle tires—Dunlop Co. (16)
TIRE VALVE ACCESS—England
14 cs (2142 lbs)—A Schraders Son—Div of Scovill Mfg Co. (16)
TOBACCO—England
5 cs—Faber Coe & Gregg (16)
TRACTORS—England
2 cs spares—Seaboard Equip Co (16)
1 cse parts—Massey Harris Ferguson (16)
TYPE—England
2 cs printers—Graphic Arts Enterprises (16)
TYPEWRITERS—England
2 cs—Remington Rand (16)
2 cs parts—Remington Rand (16)
WATER, TOILET—England
2 cs—H W Robinson (16)
WHISKEY CAPSULES, SCOTCH—Eng.
5 cs—Duncan Gilmour (16)
WIRE SCREEN, WEDGE—England
3 cs (4169 lbs)—Hendrick Mfg Co. (16)
WORMSHAFTS—England
4 cs—D H Burdett (16)

VOL. 6 — 1,526 IMPORT DAILY NEW YORK, MARCH 14, 1958

SS SANTA ISABEL

(Am) Mar 11

(To: Grace Line—Pr 57 NR)

From South America

No.	From
(42)	Salaverry, Peru
(42A)	Antofagasta, Chile
(42B)	Chanaral, Chile
(42M)	Valparaiso, Chile
(42D)	Buenaventura, Col
(42E)	Callao, Peru
(42F)	Puna, Ecuador

Chemicals

LEAVES, COCOA—Peru
125 bls—Maywood Chem Works (42)
OIL, ROSEWOOD—Peru
6 drs—Elton Trdg Corp (42E)
WAX, BEES—Chile
95 bgs—Interu Commod Corp (42C)

Hides, Skins and Casings

CASINGS, SHEEP—Chile
15 bdls—J E Bernard (42C)

Foodstuffs

BANANAS—Ecuador
13,480 stems—Andes Fruit & Produce Corp (42F)
2936 stems—Levatino Co (42F)
3195 stems—Ecuadorian Fruit Import Corp (42F)
BEANS, MUNG—Peru
220 bgs—Foreign Domestic Distr (42E)
435 bgs—A Muttenberg (42)
COCOA BEANS—Ecuador
250 bgs—Gen Cocoa Co (42F)
400 bgs—Wessels Kuttenkampff (42F)
400 bgs—Curacao Trdg (42F)
250 bgs—Truebner Voelbel (42F)
1,000 bgs—J P Verdaguer (42F)
COFFEE—Colombia
500 bgs—Schaefer Klausman (42D)
1,250 bgs—East Asiatic Co (42D)
250 bgs—Leon Israel (42D)
250 bgs—Byrne Dein (42D)
2,500 bgs—Imperial Commod (42D)
1,000 bgs—Machado & Co (42D)
500 bgs—S F Pelias (42D)
1,000 bgs—Amer Stoves Co (42D)
375 bgs—Balzac Bros (42D)
2,000 bgs—C E Bickford (42D)
2,501 bgs—W R Grace (42D)
1,535 bgs—A & P Tea Co (42D)
250 bgs—Hard & Rand (42D)
100 bgs—Order, Genoa (42D)
COFFEE—Ecuador
100 bgs—Order, Italy (42F)
30 bgs—Order, Marseilles (42F)
FISH, CANNED—Peru
266 cs—S Schonfeld (42E)
350 ctns—Amer Roland Food Co (42E)
FRUITS, FRESH—Chile
8,562 cs grapes, 255 cs plums—Andes Fruit Importing Co (42C)
66 cs grapes, 499 cs plums — Wm Turino (42C)
900 cs grapes—Peter Papalia (42C)
2,25 cs plums, 505 cs—Hansen Naeve (42C)
2,005 cs plums 2,735 cs grapes, 653 cs pears—Levating Co (42C)
594 cs plus, 427 cs grapes, 499 cs peaches—Intern Fruit & Prod Corp (42C)
2,506 cs grapes—Wm H Kopke (42C)
3,159 cs grapes—Alto Fruit Co (42C)
500 cs grapes—Margio Prod Co (42C)
GARLIC—Chile
500 cs—Kushner Importing Ltd (42C)
LENTILS—Chile
625 bgs—Delamb Corp of Amer (42C)
MELONS—Chile
318 cs—Levatino Co (42C)
1,500 cs—H Schnell (42C)
1,440 cs—Wm Turino (42C)
1,404 cs—Lansen Naeve (42C)
2,486 cs—Levetino Co (42C)
2,379 cs—Wm H Kopke (42C)
3,696 cs—Lansen Naeve (42C)
355 cs—Krasa Joseph (42C)
750 cs—Intern Fruit & Prod Corp (42C)
261 cs—Gargiulo & Amendola (42C)
MOLASSES—Peru
555 tons—W R Grace (42)
ONIONS—Chile
1,500 cs—Joseph Fierman (42C)
1,000 cs—H Schnell (42C)
7,000 cs—Wm H Kopke (42C)
4,000 cs—Wm Turino (42C)
2,488 cs—Wm D Branson (42C)
500 cs—R T Cochran (42C)
500 cs—Eugenio Vial (42C)
452 cs—Intern Frcit & Prod (42C)
1,500 cs—Maniello Bros (42C)
1,000 cs—Yeckes Eisnabaum of Phila (42C)
500 cs—Crolinstan Fruit Co. (42C)
3,409 cs—Maripe Midland Trust Co (42C)
400 cs—Levatino Co (42C)
SHRIMP—Ecuador
150 ctns—Atalanta Trdg Corp (42F)
570 ctns—Pan American Sea Food Corp (42F)
SHRIMPS, FROZEN—Colombia
350 ctns—Atlas Foods, Inc (42D)
SUGAR—Peru
10,000 bgs—W R Grace (42)

Metals and Ores

COPPER—Chile
2,071 anodes—Anaconda Sales Co (42A)
COPPER—Chile
79 cs tubes—King Shpg (42C)
4,248 blister slabs—Anaconda Sales Co (42B)
2,187 anodes — Anaconda Sales Co (42A)
COPPER—Peru
1,063 blister bars—Amer Metal Climax Inc (42E)
COPPER, ELECTROLYTIC—Peru
320 bdls cathodes—Amer Metal Climax Inc (42E)
LEAD, ELECTRALYTIC—Peru
33 bars—Amer Metal Climax Inc (42E)
SILVER—Peru
535 bars — Amer Metal Climax Inc (42E)

Building Materials

BALSAWOOD—Ecuador
894 bdls—Balsa Ecuador Lumber Corp (42F)
306 bdls—Intern Balsa Co (42F)

3250 [fol. 4424]

4424

VOL. 6 — 1,541 **IMPORT DAILY** NEW YORK, APRIL 4, 1958

SS ILE DE FRANCE
(Fr) April 3
(To: French Line—Pier 88 NR)

From Europe

No. (52) From
—Havre, France

Chemicals

CHEMICALS—Swiss
5 drs—Standard Intern Corp (52)
COLORS—France
7 drs—General Dyestuffs (52)
OILS, ESSENTIAL—France
1 cs—Leading Fwdg (52)
PARSIDOL—France
2 cs (150 kilos)—Order (52)
PERFUMERY—France
11 cs—W J Byrnes (52)
17 cs—Leading Fwd Co (52)
26 cs synthetic—Firmenich Inc (52)
2 cs perfumes 1 cs syringe heads—Gebrig Hoban (52)
20 cs—Guaranty Tr Co (52)
TALC—France
1 cs—Leading Fwg Co (52)
VANILLA—France
1 cs—R H Macy (52)

Hides, Skins and Casings

CASINGS—France
9 tierces sheep—Chase Manhattan Bnk (52)
SKINS—France
7 bls—Federal Fur Co (52)
6 cs — Order (52)
SKINS, CROCODILE—France
1 bale—Order (52)
SKINS, RABBIT—France
8 bls—J Buchsbaum (52)
4 bls raw—Mfrs Trust Co (52)
4 bls dressed—Mfrs Trust Co (52)
18 bls raw—Chem Bank (52)
27 bls raw—Bankers Tr Co (52)
75 bls raw—Order (52)
75 bls raw—Bankers Trust Co (52)

Foodstuffs

BISCUITS—France
200 cses—Hudson Shpg Co (52)
BISCUITS—Swiss
100 cs—Alltransport Inc (52)
CHEESE—France
40 cs 15 bdls—Otto Roth (52)
60 bdls 15 cs—The Schratter Impt Co (52)
MUSHROOMS, CANNED—France
77 cs—Jules Weber (52)
126 cs—Economy Restaurant Supply Co (52)
30 cs—S S Krum (52)

Wines & Liquors

BENEDICTINE—France
15 cs, 35 bdls, 1,050 cs—Julius Wile Sons (52)
CHAMPAGNE—France
17 cs—Munson G Shaw (52)
430 cs—Capitol Distr (52)
330 cs—Frederick Wildman & Sons (52)
240 cs—Renfield Importers (52)
1,000 cs—Distilled Brands, Inc (52)
LIQUEURS—France
140 cs Creme De Menthe, 25 cs apricot liqueur, 20 cs Anisette liqueur, 50 cs cocoa cream, 15 cs Calvados—Browne Vintners (52)
WINES—France
70 cs—National Distillers oC (52)
75 cs—Kobrand Corp (52)
4 cs—Order (52)
100 cs—Peerless Importers (52)
100 cs—F & A Distr Co (52)
100 cs—Sterling Distr Co (52)
25 cs—Galsworthy Inc (52)
1 cse—Dreyfus Ashby (52)

Textiles

APPARELS—France
2 bales—Order (52)
1 cse leather belts—Gimbel Bros (52)
1 cse cotton corsets—R H Macy (52)
3 cs fiber bags—Globe Shpg Co (52)
2 cs leather belts—French Belt Corp (52)
APPARELS—Swiss
15 cs shoes—Rally Inc (52)
BEADS, STONES—France
1 cse fancy jewelry—T B Smith (52)
1 cse steel beads and plastic goods—C Happel (52)
1 cse glass beads—Ronar, Inc (52)
16 cs glass beads—Schner Block (52)
BUTTONS—France
2 bgs—M B Schwanda (52)
COTTONS—France
1 bale—R H Macy (52)
2 cs tissues—Hudson Shpg Co (52)
55 bales, 1 cse tissues—S Stern Henry (52)
2 cs, 1 pk tissues—Penson & Co (52)
COTTONS—Swiss
1 cse pce goods—Order (52)
3 pcls—Alltransport, Inc (52)
FLOWERS, ART—France
1 cse—S Stern Henry (52)
HAT BODIES—France
1 cse felt—Armand Schwab (52)
HAT BRAIDS—France
4 cs—Armand Schwab (52)
5 cs—Chase Manhattan Bank (52)
HAT BRAIDS—Swiss
3 cs—Swiss Bank Corp (52)
LACES—France
2 cs—Cunard Line (52)
5 pks—S H Pomerance (52)
NYLONS—France
1 cse tissues—F H Paul & Stein Bros (52)
RAYONS—France
3 pks tissues—S Stern Henry (52)
1 pk—Amer Express (52)
1 cse, 1 bag plush—Order (52)
RIBBONS—France
1 bale—J J Ryan & Sons (52)
SCARVES—France
1 cse—I J Nethe (52)
SILKS—Swiss
3 cs tissues—Alltransport Inc (52)
3 cs tissues—H W Robinson (52)
STRAWBRAIDS—France
1 cse—Order (52)
THREAD, COTTON—France
13 cs—Adrien Mey (52)
TISSUES—France
1 cse tie tissues—Leading Fwdg (52)
7 cs—Intra Mar Shpg Co (52)
1 cse—Cunard Line (52)
1 cse—H W Robinson (52)
3 pcls tissues—French Line (52)
3 pks—Shert Umbrella Inc (52)
2 bls, 1 pk—Globe Shpg Co (52)
TISSUES—Swiss
1 cse—H W Robinson (52)
TRIMMINGS—France
7 pks—S H Pomerance (52)
TULLE—France
5 pks—Accurate Millinery Co (52)
1 bale—First Nat City Bank (52)
VELVET UPHOLSTERY—France
1 cse—Jofa Co (52)
VEILINGS—France
1 bale silk—Cunard Line (52)
WOOLENS—France
1 bale tissues—Intermaritime Fwdg Co (52)
1 cse tissues—Gimbel Bros (52)
2 pcls tissues—R J Saunders (52)
1 bale tissues—W J Byrnes (52)
41 bls tissues—H W Robinson (52)
1 cse pce goods—Guaranty Tr Co (52)
1 cse tissues—Penson & Co (52)
1 cse tissues—Leading Fwdg (52)
YARNS—France
5 bls woolen yarn—Natural Nydegger (52)
5 cs knit wool—Intra Ma Corp (52)
6 cs woolens—R J Saunders (52)
14 pks knit wool—Alltransport Inc (52)
2 pcs woolen yarn—Banners Tr Co (52)
12 cs knit wool—Orchard Yarn & Thread Co (52)
4 cs knit wool—Colonial Tr Co (52)

Fibers

FIBRE, SYNTHETIC—Swiss
6 bgs fibre, 42 cs threads—Inter Maritime Fwdg (52)
HAIR, RABBIT—France
4 bls—Express Fwdg (52)

Building Materials

HARDWARE—France
1 cse locksmithware—Order (52)
1 cse—Alltransport Inc (52)
1 cse auto tools—Order (52)
LUMBER—France
1 cse veneer wood—Order (52)

Furnishings

CHINAWARE—France
2 cs—C Martine (52)
1 cs—Amer Express (52)
2 cs—W J Byrnes (52)
2 cs—H W Ebert (52)
3 cs—Gimbel Bros (52)
9 cs—Bernstein Co (52)
CLOCKS—France
7 cs—Order (52)
CLOCKS—Swiss
6 cs—Cohen Plaat (52)
1 pcl—Alltransport Inc (52)
CUTLERY—France
5 pks—F R Ruegger (52)
9 cs—S T Mias (52)

Miscellaneous

AUTO PARTS—France
42 pcs—Renault Inc (52)
EARTHENWARE—France
2 cs—Globe Shpg Co (52)
FURNITURE—France
2 cs—Universal Transcontinental Corp (52)
3 cs—Amer Express (52)
1 cse—Leading Fwds (52)
GLASSWARE—France
1 cs—D C Andrews (52)
35 cs—Charles of The Ritz (52)
HOUSEHOLD GOODS—France
4 cs—Vanlegrift Shpg Co (52)
2 cs—Simca Eastern (52)
1 cse—General Motors (52)
7 cs—Penson & Co (52)
2 cs—Renault Inc (52)
2 cs piston rings—General Sales Export Co (52)
BATH SALTS—Swiss
3 cs—Alltransport Inc (52)
BEARINGS—France
1 pcl (31 kilos)—Renault Inc (52)
BOOKS—France
3 cs—N M Albert (52)
1 cse—Stechar Hafner (52)
2 cs—W R Keating (52)
1 cse—W Elwell (52)
8 cs—Paris Book Center (52)
BOOKS—Swiss
1 cse—Phoenix Shpg Co (52)
BOTTLES, EMPTY—France
15 cs—Munson G Shaw (52)
BOTTLE SCREW CAPS—Swiss
17 cs—Hoffmann La Roche (52)
BOLTING GAUZE—France
2 cs—F R Paul & Stein Bros (52)
CABLE—France
1 reel—Intern Selling Corp (52)
CARDBOARD—France
4 cs—Gebrig Hoban (52)
CELLULOSE ACETATE—France
29 cs sheets—Rhodia Inc (52)
CHESS GAMES—France
1 cse—Gimbel Bros (52)
CHRONOMETERS—France
1 cse—S H Pomerance (52)
COMPRESSORS—France
2 cs—Air Reduction Sales (52)
CONTAINERS—France
35 cs—Guerlain Inc (52)
83 bdls empty boxes—Browne Vintners (52)
CONTAINERS—Swiss
8 cs cardboard boxes—Cohen-Plaat (52)
ELECTRICAL GOODS—France
1 cse electrodes—A S Wilson (52)
2 cs—C E A Automatic Prod (52)
FEATHER ORNAMENTS—France
5 pks—Rohner Gehrig (52)
8 cs spin reels—Seattle First Nat Bank (52)
23 cs—Order (52)
11 cs—Le Trappeur (52)
95 cs—Order (52)
FRAMES—France
2 cs—W R Keating (52)
GAMES—France
19 cs—Intermaritime Fwdg Co (52)
GLASS FRAMES—France
1 cse—Order (52)
GLASSES, SUN—France
1 cse—Inter-Maritime Fwdg Co (52)
1 cse—Chase Manhattan Bank (52)
MACHINERY—France
1 cse—Rohner Gehrig (52)
2 cs—C Happel (52)
1 cse pts—Harrington Wilson Daum (52)
2 cs parts—Intra Mar Corp (52)
1 cse—Dorf Intern (52)
9 cs—Rohner Gehrig (52)

MACHINERY—Swiss
30 cs—Alltransport Inc (52)
3 cs parts—Alltransport Inc (52)
MACHINES, SEWING—Swiss
1 cse—Alltransport Inc (52)
MEDALWARE—France
1 cse—Gimbel Bros (52)
MOTOR PARTS—France
51 cs diesel—Leading Fwdg (52)
MUSICAL INSTRUMENTS—France
1 cse—Amer Express (52)
6 cs—Buegeleisen & Jacobson (52)
1 cse—Alltransport Inc (52)
4 cs—Chemical Bank (52)
6 cs—J E Bernard (52)
2 cs—R F Downing (52)
PAINTINGS—France
1 cse—G Herve (52)
1 cse—W R Keating (52)
1 cse—W R Keating (52)
PAPER, WALL—France
3 cs—T B Smith (52)
32 pcs—Hudson Shpg Co (52)
PANTOGRAPHS—France
2 cs—New Hermes (52)

Continued

[fol. 4425]

4425

Continued

SS ILE DE FRANCE

PLASTIC WARE—France
5 cs—Ira Furman (52)
1 cse—Rohner Gehrig (52)
PUMPS—France
1 cse—F N C B of NY (52)
RADIO PARTS—France
3 cs—Maison Duff (52)
RECORD COVERS—France
4 cs—Freedman & Slater (52)
SCULPTURES—France
1 cse—Hudson Shpg Co (52)
10 cs—Knoedler & Co (52)
SEED—France
7 bgs—D C Andrews (52).

SPECTACLE FRAMES—France
1 cse—J D Smith (52)
SPONGE, CELLULOSIC—France
149 ctns—Order (52)
SPORT GOODS—Swiss
1 pcl skis—Cohen-Plaat (52)
SPRAYER PARTS—France
2 cs—J D Smith (52)
STRAW, ARTIF—Swiss
20 cs—Order (52)
STONE, ARTIF—France
1 cse moulder—Alittransport (52)
TOYS—France
2 cs—W J Byrnes (52)

TYPEWRITERS—France
9 cs—Riko Kumer (52)
11 cs—Higbee Co (52)
5 cs—Thalheimer Bros, Richmond, Va (52)
24 cs—Abraham & Straus (52)
WATCHES—Swiss
2 cs—Cohen-Plaat (52)
WIRE GAUZE—France
1 cse—Order (52)
WOODENWARE—France
3 cs—Intermaritime Fwdg Co (52)
1 cse—S H Pomerance (52)
3 cs—A Oppenheimer (52)
11 cs—S S Kresge (52)

VOL. 6 — 1,344 **IMPORT DAILY** NEW YORK, APRIL 9, 1958

SS QUEEN MARY

(Br) April 7

(To: Cunard Line—Pr 90, NR)

From United Kingdom

No. From
(2) ____Southampton, England
(2A) ____Cargo via Cherbourg
(2B) ____Swiss Cargo via Southhampton

Chemicals

CHALK—England
5 bgs—Export Import Services (2)
CHEMICALS—England
20 drs, 12 cs—Gallard Schlesinger (2)
COLORS—England
20 cs artists colors—Winsor & Newton Inc (2)
DIOSOSIL—England
5 cs—Picker X-Ray Corp (2)
MEDICINAL PREPS—England
1 pcl lemon barley & glucose drink—Export Import Services (2)

Hides, Skins and Casings

LEATHER—England
1 cse dressed—Hermann Loewenstein (2)
6 bls dressed—A S Leather Co (2)
1 bale dressed—Gahna Import & Exp Corp (2)
6 cs dressed—Chase Manhattan Bank (2)
2 cs dressed seal—Rohner Gehrig (2)
1 cse bookbinding—Nelson Whitead (2)
10 cs dressed—Rohner Gehrig (2)
SKINS—England
2 bls raw—Ranchers Marketing Service (2)
6 bls salvere—Meadows Wye (2)
SKINS, CHAMOIS—England
2 bls—Meadows Wye (2)
SKINS, LIZARD—England
7 bls raw—Anglo Amer Import Co (2)
SKINS, RABBIT—England
3 bls raw dried—United Hat Fur Cutting Co (2)
8 bls raw dried—Chapal Donner (2)

Metals and Ores

WIRE—England
1 cse light alloy (278 lbs)—D H Burdett (2)

Textiles

APPARELS—England
2 cs purse frames—S Stern Henry (2)
2 cs mens straw boaters—Brooks Bros (2)
3 cs purse frames—S Stern Henry (2)
12 cs—Inter Maritime Fwdg Co (2)
2 cs—Order (2)
6 cs shoes—General Shoe Export Co (2)
1 cse men's weathercoats—Inter-Maritime Fwdg (2)
6 cs—1 pcl—Inter-Maritime Fwdg (2)
APPARELS—Swiss
43 pcs knitwear, 11 pcs hosiery—B Altmann (2A)
CLOTH—England
2 bls—Leading Fwdg Inc (2)
1 cse scarves and doilies—Kemp & Beatley (2)
1 cse piece goods—J H Thorpe (2)
1 cse—H B Lehman Connor (2)
1 cse piece goods—Hudson Shpg Co (2)
1 cse—Meadows Wye (2)
1 bale—Order (2)

3 cs—Inter-Maritime Fwdg (2)
3 cs—Alltransport Inc (2)
1 bale—F C Gerlach (2)
1 bale—Express Fwdg (2)
1 cse—Globe Shpg Co (2)
COTTONS—Swiss
1 pcl—Rohner Gehrig (2A)
1 cse tissues—Halperin Shpg Co (2A)
1 cse tissues—Taub, Hummel & S (2A)
1 cse piece goods—Gehrig Hoban (2A)
1 cse piece goods—Rohner Gehrig (2A)
8 pcls, 9 cs—Taub, Hummel & S (2A)
2 cs—Order (2A)
DAMASK—England
1 bale—Stroheim & Romann (2)
EMBROIDERIES—Swiss
2 cs cotton—Shapiro & Son Curtain Corp (2A)
LACES, CALAIS—England
2 cs—Irving Trust Co (2)
4 cs—Chase Manhattan Bank (2)
3 cs—Sears Roebuck (2)
1 cse—D L Peister (2)
2 cs—Societe Generale (2)
1 cse—M Mandel Laces Inc (2)
8 pcls—M & J Isaacs (2)
2 cs—D Strauss (2)
2 cs—S Stern Henry (2)
5 cs—M J Corbett (2)
4 cs—Emil Katz (2)
2 pcls—Taub Hummel & S (2)
LINENS—England
1 bale, 2 cs—Meadows Wye (2)
1 bale—Order (2)
LINENS, COTTONS—England
1 bls—Meadows Wye (2)
NETTING—England
6 cs silk, 5 cs cotton and rayon—J Heathcoat (2)
RAYONS—Swiss
2 cs—Graylock Ribbon Co (2B)
5 cs—Natural Nydegger (2A)
8 pcls, 1 cse tissues—Gehrig Hoban (2A)
9 cs—S Stern Henry (2A)
20 pcls—J D Smith (2A)
SILK—England
1 cse tie materials—Meadows Wye (2)
STRAWBRAIDS—Swiss
2 cs—Arnold Schwab (2A)
WOOLENS—England
1 cse—Wilbur Curtis (2)
3 cs—Abraham Hardy (2)
2 cs—Lee & Godschalidt (2)
10 pcs woolens, 1 cse, 5 bls tweed, 1 bale worsted cloth—Inter Maritime Fwdg Co (2)
30 bls—J W Robinson (2)
2 bls shetland tweed, 3 bls woolens—Inter Maritime Fwdg Co (2)
1 bale—Inter Maritime Fwdg Co (2)
6 pcls—J D Smith (2)
2 bls, 8 cs—H W Robinson (2)
23 pcs—H W Robinson (2)
15 pcs—Person & Co (2)
10 pcs woolens, 1 bale tweed—Inter Maritime Fwdg (2)
2 bls—Barnett Intern Fwdg (2)
6 bls worsted yarn—Fabrics (2)
7 bls—Inter Maritime Fwdg (2)
21 bls, 7 drs—Order (2)
3 bls—Taub Hummel & S (2)
3 cs, 58 bls—H W Robinson (2)
1 bale—O A Hayner (2)
1 cse—M J Corbett (2)
9 pcs—Fehr British Agencies Ltd (2)
1 cse, 1 bale—S Stern (2)
3 bls—Nathan Newman (2)
3 bls, 36 ctns, 2 cs—J Tarbett (2)
3 cs, 1 pcl—F C Gerlach (2)
2 bls—J Talcott (2)
WORSTEDS—England
7 bls suitings—Meadows Wye (2)
1 bale—Order (2)
1 bale—J W Robinson (2)

2 bls—Inter Maritime Fwdg (2)
1 bale suitings, 2 bls worsted cloth—Order (2)
26 cs—Dorf Intern (2)
1 cse—Inter Maritime Fwdg Co (2)

Fibers

BRISTLES—England
20 cs—Delmey Trad Corp (2)

Building Materials

HARDWARE—England
3 cs tools—Gehrig Hoban (2)

Furnishings

CUTLERY—England
19 cs—Penson & Co (2)

Miscellaneous

ALUMINUM WARE—Swiss
6 cs—Hensel Buckmann & L (2B)
AUTOS—England
1 cs S A Inc (2)
AUTO PARTS—England
1 cs—Inter Maritime Fwdg Co (2)
BEARINGS—England
1 cs roller (955 lbs)—Cooper Split Roller Bearings (2)
BELTING—WEBBING—England
1 cs plastic—H W Robinson (2)
BIBLES—England
2 cs—Meadows Wye (2)
BICYCLES—England
1 cs mudguards—Superior Tube Co (2)
BOOKS—England
4 cs—Milton Snedeker (2)
5 cs—Van Oppen & Co (2)
40 cs pkd—Oxford Univ Press (2)
16 cs—H W Robinson (2)
16 cs—Stechert Hafner (2)
3 cs pkd—Milton Snedeker (2)
DUPLICATORS—England
46 cs dupe 1 cs parts—Meadows Wye (2)
ELECTRICAL GOODS—England
1 cs—Intra Mar Shpg Corp (2)
ENGINE ASSEMBLIES—England
1 cs—Intern Harvester Co (2)
ENGINE PACKING—England
2 cs—Meadows Wye (2)
FABRIC SWATCHES—England
1 cs—Inter Maritime Fwdg Co (2)
FUEL INJECTION SPARES—England
17 cs—Inter-Maritime Fwdg Co (2)
LEATHER GOODS—England
1 cs—Barbros Inc (2)
2 cs—Inter Maritime Fwdg Co (2)
LIGHTERS—England
3 cs parts—Sears Calhoun (2)
MACHINERY—England
1 cs parts—D H Burdett (2)
1 cs spares—B P Tool Co (2)
7 cs cigarette—J M Rodgers (2)
2 cs pig pres pts—R Hoe (2)
MACHINERY—Swiss
10 cs—Brown Boveri Corp (2B)
2 cs parts—Rohner Gehrig (2A)
1 cse parts—Gehrig Hoban (2A)
10 cs—Gehrig Hoban (2A)
MARINE APPARATUS—England
1 cse—McNab Inc (2)
MISELLANEOUS—England
15 pks decca navigator chain equip (2005 lbs)—Surface Freight Corp (2)
1 cse record calorimeter—Coss Corp (2)
1 cse sigmatic equip—Inter Maritime Fwdg (2)
MUSAL EQUIP—England
1 cs—M J Corbett (2)
MUSICAL INSTRUMENTS—Swiss
5 cs—Rohner Gehrig (2A)

Continued

Continued

SS QUEEN MARY

MUSICAL MOVEMENTS — Swiss
2 cs — Rohner Gehrig (2A)
NEEDLES — England
1 cse — M Farris (2)
4 cs — W J Byrnes (2)
4 cs — Karl Scroff (2)
9 cs — Colonial Needle Co (2)
NEEDLE TUBING — England
1 cse stainless steel —Superior Tube Co (2)
PAPER, PHOTO —England
8 cs — J J Gavin (2)
PAPER, RECORDING —England
30 cs — M J Corbett (2)
PERIODICALS — England
5 bls — Hotalings News Agency (2)
PHONES —Swiss
200 ctns —Havid Bogen —Div of Siegler Corp (2A)
PHOTOFAX EQUIP — England
6 cs — M J Corbett (2)
PHOTO GOODS—England
1 cse—Eastman Kodak (2)
14 cs leather camera cases —Paillard Inc (2)

PRINTED MATTER —England
48 cs sheets—Museum of Modern Art (2)
36 cs —Signature Co (2)
10 cs —De La Rue Banknote Co (2)
RADAR EQUIP—England
24 cs—Barnett Intern Fwdg (2)
RADIOS—England
1 cs—E Bearlinger (2)
RECORDS—England
350 cs—Capitol Records Inc (2)
548 cs—Barnett Intern Fwdg (2)
RECORDS & BOOKS—England
13 cs—Dorf Intern (2)
RIBON SPOOLS, EMPTY—England
25 cs—J H Hunter & Son (2)
SADDLERY—England
12 cs joshpurs & ride boots—H Kauffman & Sons (2)
2 cs hardware—Bemo Shpg Co (2)
SURGICAL INSTRUMENTS—England
3 cs—E Miltenberg (2)
TELEGRAPH EQUIP—England
2 cs—M J Corbett (2)

TUBES, RADIO—England
81 cs—Intern Electronics Corp (2)
WATCHES—Swiss
2 cs—Rohner Gehrig (2A)
PIPES, BRIAR—England
4 cs—A Oppenheimer (2)
3 cs —Sasieni of London (2)
8 cs —F Murray Hill (2)
3 cs—Inter Maritime Fwdg Co (2)
PIPES & LIGHTERS — England
2 cs —A Dunhill (2)
PLANTS — England
1 cse —Amer ESxpress (2)
PLASTIC WARE — England
40 cs —Selfix Prod Co Chic (2)
PRECISION INSTRUMENTS —England
1 cse elec measure instr —Inter Maritime Fwdg Co (2)
PRECISION INSTRUMENTS —Swiss
1 cs —Wild Heerbrugg (2A)
PRINTS—England
2 cs colored [illegible]rold Mfg Co (2)
PRINTER'S BLANKETS —England
6 cs rubberized —W Recht (2)

[fol. 4427]

4427

3253

The Journal of Commerce

Export Daily

Detailed Reports of Outward Cargoes Shipped from Major U. S. Ports

VOL. 1 — No. 15 New York, February 5, 1958

SS QUEEN ELIZABETH
(Br) Jan. 28

No. To
(61) ——— Cherbourg, France
(61A) ——— Southampton, England
(61B) ——— Nine Elms, England

Chemicals

ANTIBIOTICS—England
71 ctns (4,927 lbs) (61A)
DRUGS AND MEDICINE—England
94 lbs (61A)
FUNGICIDE ARGIC—England
182 drms (2,775 lbs)—London (61A)
OIL, SOYBEAN—England
122 lbs—London (61B)
PETROLEUM ADDITIVE—England
12 drms (5,124 lbs)—London (61A)
SULFONOMIDE LEDERKYN—England
3 drms (416 lbs) (61A)

Hides, Skins and Casings

CASING, ARTIF—England
309 ctns—Bristol (61A)
LEATHER—England
2 cases (61A)
LEATHER, KID UPPER—France
2 ctns—Basle (61)
LEATHER, UPPER—England
1 case—London (61A)
LEATHER, UPPER CATTLESIDE—England
1 bl (61B)
LEATHER UPPER KIPS—England
1 pkg—London (61A)
SKINS, RAW—England
2 bls—London (61B)
28 bls—London (61B)
1 bl—London (61B)
2 bls—London (61B)

Foodstuffs

FLOUR—England
22 cans—London (61B)
FOODSTUFFS—England
45 ctns—London (61A)
GRAPEFRUIT—England
40 ctns—London (61A)

Metals and Ores

WIRE, STEEL—England
6 ctns (61A)

Textiles

APPARELS—England
4 cs dresses—London (61B)
1 ctn cotton wearing—London (61A)
APPARELS—France
16 ctns orlon sweaters—eGneva (61)
13 ctns nylon [illegible]—eGneva (61)
56 pkgs cotton wearing—Zurich (61)
COTTONS—England
7 cs pcs goods—London (61A)
COTTON BALING MATERIAL — England
5 cs (61A)
RAYONS—England
4 bls staple fibre—London (61A)
YARN, NYLON—England
10 ctns (61A)

Furnishings

RUGS, USED—England
45 bls—London (61A)

Automotive Parts, Machinery, Etc.

AUTO—England
2 unbxd chevrolet—London (61A)
AUTO PARTS—England
5 cs—Degenham (61A)
BEARINGS—England
17 pkgs roller, 5 pkgs ball—London (61B)
ENGINES—England
4 bxs internal combustion—Glasgow (61A)
ENGINE, DIESEL—England
12 bxs parts (61A)
4 bxs parts (61A)
6 cs parts (61A)
MACHINERY—England
2 cs parts—Birmingham (61A)
1 cs chewing gum wrapping—North Wembley (61A)
PUMPS—England
2 bxs hydraulic (61A)
TRACTORS—England
1 cs parts earth moving equipment—Lanarkshire (61A)
37 pkgs parts (61A)
7 pkgs parts (61A)
4 bxs tracklaying parts (61A)
TRUCK—England
2 cs parts—London (61A)

Miscellaneous

BOOKS—England
8 cs—London (61A)
8 pkgs (61A)
77 ctns—London (61A)
6 cs—London (61B)
CIGARETTES—England
9 ctns (61A)
8 bxs (61A)
CIGARS—England
22 cs—London (61B)
DICTAPHONE—England
21 ctns parts—London (61B)
ELECTRICAL EQUIPMENT—England
6 cs switches parts—London (61B)
FILMS—England
6 pkgs—Motion Picture (61A)
FILMS—France
6 cs printed motion picture—Paris (61)
FILM—France
13 cs unexposed—Basle (61)
FILM, PLASTIC—England
1 pkg—London (61A)
HEATING EQUIPMENT—England
64 pkgs (61A)
MACHINES, OFFICE—England
67 pkgs accounting—London (61A)
MACHINES, SEWING—England
3 cs indust—London (61A)
9 cs parts (61A)
3 bxs industrial—London (61A)
6 cs—London (61B)
13 pkgs—London (61B)
MAGAZINES—England
455 bdls—London (61A)
85 ctns (61A)
1022 pkgs—London (61A)
15 ctns—London (61B)
358 ctns religious—London (61B)
MAGAZINES—France
16 pkgs—Berne (61)
NEWSPAPERS—England
37 bdls (61A)
294 bdls (61A)
PAPER PATTERNS—England
53 ctns (10,968 lbs) (61B)
PERIODICALS—England
(394 pkgs) (61A)
344 pkgs—London (61A)
93 hgs—London (61A)
22 cs—London (61B)
PHONOGRAPH—England
150 ctns parts (61A)
PHOTO CHEMICALS—France
6 cs (61)
RUBBER GOODS—England
16 ctns thread—Tiverton (61A)
SAUSAGE LINKERS—England
3 cs—Bristol (61A)
STEEL MOLDS—England
4 cs—London (61A)
SILICA BRICKS—England
3 cs—Brighton (61A)
STYRENE MOULDING—England
1 cs (128 lbs) (61A)
TOOLS, PNEUMATIC—England
15 pkgs (61A)
TOOLS, POWER PORTABLE—England
36 bxs—London (61B)
TUBING, VINYL—England
6 bxs—Dundee (61B)

VOL. 1 — No. 17 EXPORT DAILY New York, February 7, 1958

SS UNITED STATES
(Am) Feb 3

No. To
(5) ——— Southampton, Eng.

Automotive Parts, Machinery, Etc.

AUTOS—England
2 unboxed (5)

Miscellaneous

FILMS—England
2 cs motion pictures (5)

3254 [fol. 4428]

VOL. 1 — No. 29 EXPORT DAILY New York, February 28, 1968

SS LIBERTE
(Fr) Feb 18

No (67) ——— To Le Havre, France

Chemicals

ACETATE POWDER—France
1 dr (105 lbs) (67)
ACID, AMIDES—France
5 drs (2,120 lbs) (67)
ANILINE DYES—France
34 drs (1,419 lbs) (67)
AROMATIC COMPOUNDS—France
5 cs (67)
DRUG SUNDRIES—France
15 ctns skin cream, etc (67)
FLAVORS, SYNTHETIC—France
8 cs (67)
HEPERIDINE METHYCHACLONE—France
4 drs (1,811 lbs) (67)
MAGNESIUM OXIDE—France
3 cs (586 lbs) (67)
OIL, CHEMOPODIUM—France
15 cs (1,275 lbs) (67)
OIL, ESSENTIAL—France
27 drs (15,440 lbs) (67)
RESIN, SYNTHETIC—France
34 drs (4,930 lbs) (67)
SODIUM ASCORBATE—France
7 drs (67)
TRANSPORTAINER, GAS—France
1 box (3,800 lbs) (67)

Hides, Skins and Casings

LEATHER—France
19 ctns cattle (67)
4 ctns calf (67)
SKINS—France
1 ctn raw (67)
1 bale raw beaver (67)

Foodstuffs

BEVERAGES—France
100 ctns bottled carbonated (67)

Metals and Ores

NICKEL—France
3 cs strip (67)
NICKEL, IRON, CHROME—France
17 coils rod (2,080 lbs) (67)

Textiles

APPAREL—France
81 ctns shirts, sweaters, etc (67)
COTTONS—France
9 ctns piece goods (67)
FIBER, RAYON—France
4 ctns staple (67)
BACRON-RAYON—France
4 ctns pce goods (67)

Furnishings

RUGS—France
6 bls (67)

Building Materials

TILES—France
165 ctns asphalt (67)
390 ctns vinyl (67)

Automotive Parts, Machinery, Etc.

AUTOS—France
5 unbxd (20,900 lbs) (67)
AUTO PARTS—France
62 ctns (67)
MACHINERY—France
8 ctns (67)
1 cs parts (67)
15 cs, 2 bxs parts (1,530 lbs) (67)
8 ctns (67)
TRACTORS—France
4 bxs road grader parts (67)
18 ctns parts (67)

Miscellaneous

ADHESIVES—France
48 ctns (67)
BATTERIES—France
6 ctns (67)
BOOKS—France
10 ctns (67)
CIGARETTES—France
20 bxs (67)
1,130 ctns (67)
330 ctns (67)
ELASTO-PAL—France
92 ctns (67)
ELECTRICAL EQPT—France
61 ctns (67)
MACHINES, SEWING—France
25 cs (67)
MAGAZINES—France
69 bdls (67)
47 bdls (67)
131 ctns (67)
NEWSPAPERS—France
320 bdls (67)
OIL WELL EQPT—France
1 bx (67)
PANASEAL COATED—France
10 rolls (1,250 lbs) (67)
PLASTICWARE—France
11 ctns (67)
SEED, CORN—France
7 bgs (67)
TAPE, BREATHENNE—France
3 ctns (67)
TOBACCO—France
19 cs (67)

VOL. 1 — No. 35 EXPORT DAILY New York, March 6, 1968

SS MEDIA
(Br) Feb. 28

(87) ——— Liverpool England

Chemicals

ACIDS—England
67 drs itaconic (7403 lbs) (87)
4 drs acetic (1777 lbs) (87)
BORCREZ—England
2056 lbs (87)
CHEMICALS—England
200 lbs (87)
7981 lbs (87)
422 lbs (87)

COAL TAR DYES—England
2 drs (2442 lbs) (87)
8 drs (2038 lbs) (87)
COAL TAR DYES, INDUS—England
11 drs (2860 lbs) (87)
COMPOUNDS—England
22 drs textile finishing, processing (12141 lbs) (87)
1 dr food preserving (175 lbs) (87)
12522 lbs textile finishing, processing (87)
DUOMEEN—England
2 drs (820 lbs) (87)
DYESTUFFS—England
5 drs—Leeds (87)
GENTAC LATEX—England
175 drs (87150 lbs) (87)
LAMPBLACK—England
224 ctns (12096 lbs) (87)
OIL, PEPPERMINT—England
5 drs (87)

PETROLATUM — England
5 drs—Angus (87)
POLYETHYLENE POWDER — Eng.
67 drs (11491 lbs) (87)
PRESERVATIVE, RUBBER — Eng.
1 dr (425 lbs) (87)
RESIN, SYNTHETIC—England
11 bgs (561 lbs) (87)
RESIN, SYNTHETIC SHEETING — England
25 drs (87)
SODIUM SALTS—England
300 bgs sodium sesquicarbonate (30-3000 lbs) (87)

Hides, Skins and Casings

CASINGS, HOF—England
6 cs (87)
CASINGS, SHEEP—England
2 trs—London (87)
HIDES, CALFSKINS—England
130 bdls wet salted—Littleboro (87)
SKINS—England
1 ctn—Southport (87)

Foodstuffs

BISCUITS—England
97 bdls (87)
BUTTER—England
222 ctns (87)
CHEESE—England
742 ctns cream, swiss, loaf, spreads, etc (87)
FOODSTUFFS—England
186 bdls chicken pie, 396 bdls fried chicken, 305 bdls TV dinners, 71 bdls pizza pies, 17 ctns beef pies, 41 ctns cream, 32 ctns pickle pimento spread (87)
FRUITS—England
116 ctns grapefruit, 163 bxs oranges, 145 bxs apples, 43 bxs lemons, 24 bdls peaches, 117 ctns strawberries (87)
JUICES—England
20 bdls oranges, 6 ctns grape, 13 ctns grapefruit, 13 ctns lemon (87)
LARD—England
7,330 ctns (87)
MARGARINE—England
242 cases (87)
PROVISIONS—England
64 ctns peach, 16 ctns oysters, 112 ctns shrimp, 28 ctns luncheon meats, 5,987 ctns beef, 686 ctns hams, 131 ctns picnics, 33 ctns salami, 90 ctns sausage, 186 bxs bologna, 819 ctns pork products, 323 ctns frankfurters, 50 ctns veal (87)
ROLLS—England
33 bdls (87)
VEGETABLES—England
884 crts lettuce, 461 crts celery, 53 bdls asparagus, 13 bdls lima beans, 105 bdls broccoli, 51 bdls potatoes, 16 bdls spinach, 32 bdls mixed, 24 bdls okra, 50 bdls green beans, 80 bdls corn, 160 bdls peas, 79 bdls beans (87)
WAFFLES—England
55 bdls (87)

Metals and Ores

MONEL SCRAP—England
6 drs (11,387 lbs) (87)
SILICON METAL—England
247 drs (137,065 lbs) (87)
STEEL—England
26,053 lbs structural—Stockport (87)
10 pkgs cold rolled sheets (55,070 lbs)—Willenhall (87)
11,254 lbs stainless sheets (87)
TUBING, STEEL—England
1 cse—Cheshire (87)
ZIRCONIUM SPONGE—England
27 bxs—Middlesborough (87)
ZINC—England
225 bxs die castings (21,582 lbs)—Dundee (87)

Textiles

FIBER, ORLON ACRYLIC—England
133 ctns—London (87)
ORLON TOP—England
161 ctns—Durham (87)
YARN, NYLON—England
5 ctns—Glasgow (87)
YARN, SYNTHETIC—England
2 ctns—Lancashire (87)

Building Materials

PIPE FITTINGS—England
8 pallets (21,152 lbs)—Glengarnock (87)

Automotive Parts, Machinery, Etc.

AUTO PARTS—England
3 bxs—Bradford (87)
BEARINGS—England
5 cs roller (87)
ENGINES—England
29 bxs internal combustion parts (25,473 lbs)—Shotts (87)
MACHINERY—England
12 cs textile (1380 lbs)—Burnley (87)
1 bx coal mining parts (3030 lbs) (87)
2 bxs milling parts (87)
5 bxs machinery parts (16,242 lbs)—Birmingham (87)
1 cs paper converting (10,476 lbs) (87)
1 cs knitting machine (16,100 lbs), 1 cs textile knitting machine & parts (16,200 lbs)—Burton on Trent (87)
19 ctns textile parts (883 lbs) (87)
36 cs matrix board (32,650 lbs)—London (87)
1 cs with parts (2650 lbs)—Birmingham (87)
2 bxs metal working parts (239 lbs) (87)
1 bx textile dyeing parts (485 lbs)—Vucton Vale (87)
3 cs textile parts (1472 lbs)—Bradford (87)
6 bxs metal working & parts (40,099 lbs) (87)

Continued

[fol. 4429]

Continued

7 bxs parts (15,000 lbs)—Coventry (87
8 bxs air compressor parts —Lancashire (87)
9 cs knitting parts (3598 lbs) (87)
5 cs machinery (34,650 lbs)—Birmingham (87)
2 cs (4380 lbs)—London (87)
4 cs knitting (2826 lbs) (87)
1 cs interlock complece—Belfast (87)

ROAD BUILDING MACHINERY—England
10 bxs parts—Durham (87)

TIRES, TUBES—England
80 loose tires (87)

TRACTORS—England
2 bxs dragline excavator parts (87)
2 cs parts (87)
6 cs earthmoving parts—Northampton (87)

31 bxs agric parts—Doncaster (87)
1 cs earthmoving parts, 2 cs off the road parts (87)
26 bxs parts—Leeds (87)
11 bxs parts—Gateshead (87)
25 bxs parts—Wigan (87)
26 bxs parts—Leicester (87)
33 bxs agric parts—Lancaster (87)

TRUCKS—England
3 cs off the road parts (87)

Miscellaneous

ANTIFOAM—England
83 drs (35,109 lbs) (87)
ELECTRICAL EQUIPMENT—England
2 ctns—Cheshire (87)
ELECTRICAL EQUIPMENT—England
11 cs control instruments (87)
FIREBRICK—England
11 crts—St Helens (87)
7 crts—Knittingly (87)
1 crt—Bilston (87)

GRAPHITE BLOCKS—England
5 cs (87)
MACHINES, BUSINESS—England
151 cs cash register parts—Angus (87)
MACHINES, OFFICE—England
70 cs accounting parts—Angus (87)
MACHINES, SEWING—England
4 cs industrial parts—Glasgow (87)
PAPER, COATED—England
10 rolls (87)
PAPER, TAPE BACKING—England
7 rolls (87)
PERIODICALS—England
25 bdls—Cork (87)
ROPE, STEEL WIRE—England
6 bbls—Stourport (87)
RUBBER ACTIVATOR—England
80 ctns (4240 lbs) (87)
THERMOBIMETAL—England
1 cs (1240 lbs)—Manchester (87)
TOOLS, PNEUMATIC—England
2 ctns parts—Southampton (87)
9 ctns parts—Lancashire (87)
TUBING, FIBREGLASS—England
2 bxs—Redditch (87)

VOL. 1 — No. 40 **EXPORT DAILY** New York, March 13, 1958

SS AMERICA
(Am) March 6

No.	To
(87)	Le Havre, France
(87A)	London, via Southampton, England
(87B)	Bremerhaven, Germany

Chemicals

ANIMAL FEED SUPPLEMENT—Germany
55 drs—Breman (87B)
DRUGS & MEDICINES—England
11 drs—Southampton (87A)
PLASTIC SHEETING—France
18 ctns—Paris (87)

Hides, Skins and Casings

CASINGS—France
10 ctns sausage—Lyon (87)
CASINGS, ART—England
33 ctns—Bristol (87A)
LEATHER—England
1 cse shoe (87A)
SKINS—England
1 bale raw furskins (87A)
3 bls fur (87A)
2 bls beaver (87A)
11 bls raw muskrat (87A)
SKINS—France
4 bls—Paris (87)
2 bls raw skunks—Paris (87)
5 bls raw muskrats—Paris (87)
SKINS, FUR—France
9 bls (87)

Foodstuffs

FOODSTUFF—England
300 ctns (87A)
PROVISIONS—England
228 ctns beef tongues (87A)
533 ctns beef tongues (87A)
PROVISIONS—France
200 bxs frozen steerheads (87)

Metals and Ores

ALUMINUM—England
8 cs sheets (87A)
APPAREL—England
15 ctns cotton dresses (87A)
APPARELS—Germany
4 ctns pants (87B)
TEXTILES—France
3 cs pce goods—Paris (87)

Textiles

TEXTILES—Germany
2 cs cotton pce goods (87B)

Building Materials

GLASS—France
1 cse squares (87)

Automotive Parts, Machinery, Etc.

AUTOS—England
2 unboxed (87A)
AUTO PARTS—France
9 bxs — Seine (87)
10 cs—Paris (87)
BEARINGS—Germany
11 bxs roller (87A)
ENGINES—England
18 cs diesel—Gnome (87A)

PUMPS—France
3 cs turbo (87)

Miscellaneous

AIR CONDITIONERS—France
4 cs (87)
BOOKS—England
37 cs bound (87A)
34 ctns (87A)
MACHINES, OFFICE—England
12 cs cash registers & parts, acctg mach parts (98A)
1 cse acctg mach parts (98A)
CLEANSING POWDERS—England
10 drs soap powder (87A)
MACHINES, OFFICE—France
1 ctn typewriters (98)
MACHINES, OFFICE—Germany
3 cs flexowriters (87B)
MAGAZINES—England
1 bdle (87A)
MAGAZINES—France
495 bdls—Paris (87)
NEWSPAPERS—England
30 bdls—Southampton (87A)
NEWSPAPERS—France
1 bdl (87)
PAINTINGS—France
3 cs—Paris (87)
PAPER, COATED—Germany
9 crts (87B)
PAPER, PATTERNS—England
65 ctns (87A)
SOAP—England
2 bxs industrial—Scotland (87A)
TOBACCO—England
3 cs (2,180 lbs)—Southampton (87A)

VOL. 1 — No. 43 **EXPORT DAILY** New York, March 18, 1958

SS INDEPENDENCE
(Am) March 8

No.	To
(83)	Naples, Italy
(83A)	Genoa, Italy

Chemicals

ACTIVATED ALUMINA—Italy
3 drums (b. lbs)—Milano (53A)
CHEMICALS—Italy
9 cs aromatic (1634 lbs)—Torino (53A)
FLAVORING ESSENCE—Italy
1 cse (128 lbs)—Torino (53A)
OILS—Italy
4 pkgs essential (989 lbs)—Torino (53A)
4 drms floating (2200 lbs)—Rome (53A)
PEARL ESSENCE, SYNTHETIC—Italy
4 cs (1940 lbs)—Fossone (53A)
PHARMACEUTICAL PRODUCTS—Italy
1,183 lbs—Rome (53)

SULFONAMIDE DRUGS—Italy
10 drms (1230 lbs)—Catania (53)
VITAMINS—Italy
8 cs (1205 lbs)—Rome (53)

Hides, Skins and Casings

LEATHER—Italy
1,036 bgs scrap (57,239 lbs) (53)
2 ctns (53)
SKINS, RAW—Italy
6 bls—Milano (53A)

Metals and Ores

METAL POWDER—Italy
5 drms (235 lbs)—Milan (53A)

Textiles

BUTTON BLANKS—Italy
12 ctns (53A)
TAPE, COTTON—Italy
9 cs—Torino (53A)

Building Materials

HARDWARE—Italy
18 cs tools—Milan (53A)

Automotive Parts, Machinery, Etc.

ENGINES—Italy
3 cs parts (53A)

Miscellaneous

ABRASIVES—Italy
6 pkgs paper, cloth—Milan (53A)
ELECTRICAL EQUIPMENT—Italy
7 ctns power switches—Milan (53A)
12 bxs refrig switches—Como (53A)
7 ctns carbon resistors—Milano (53A)
MACHINES, SEWING—Italy
2 bxs industrial & access — Milan (53A)
MOTORS—Italy
16 bxs outboard, 3 cs parts—Milano (53A)
RECORDS, PHONOGRAPH—Italy
21 ctns—Milan (53A)
RUBBER GOODS—Italy
1 cs thread—Milan (53A)
VARNISH—Italy
1 drm—Milan (53A)

3256 [fol. 4430]

4430

VOL. 1 — No. 45 EXPORT DAILY New York, March 20, 1958

SS CONSTITUTION

(Am) Mar. 12

No. To
(83) ——— Genoa, Italy
(83A) ——— Naples, Italy

Chemicals

COLORS—Italy
12 drs dry—Milan. (83)
COMPOUND—Italy
20 drs flour bleaching—Torino. (83)
50 pails soda lime gas absorbing—Milan. (83)
DRUGS—Italy
34 lbs. (83)
GELATIN CAPSULES—Italy
30 drs empty—Milan. (83)
4 drs—Lugano. (83)
INSECTICIDE—Italy
2 drs, pails—Milan. (83)
OIL—Italy
3 drs cedarwood—Milan. (83)
85 drs oleo—Naples. (83A)
RESIN—Italy
100 bgs synth—Milan. (83)
RESIN, SYNTH—Italy
28 drs—Giannimo. (83)
SQUARING POWDER—Italy
2 drs—Saigianno Mioca. (83)

Foodstuffs

CEREALS—Italy
50 pkgs—Cyrenica. (83A)
DOG FOOD—Italy
10 ctns—Cyrenica. (83A)

Textiles

APPARELS—Italy
11 pkgs wearing. (83)
YARNS—Italy
4 ctns rayon—Milan. (83)
UPHOLSTERY MATERIAL—Italy
1 cse leather. (83A)

Building Materials

HARDWARE—Italy
22 bxs band saw blades—Milan. (83)

Furnishings

KITCHEN UTENSILS—Italy
18 ctns (83)

Metals and Ores

COPPER, BERYLLIUM—Italy
2,254 lbs—Milan (83)
3 drs ingots (1,130 lbs)—Milan (83)
WIRE—Italy
1 cs alloy (602 lbs)—Milan (83)

Automotive Parts, Machinery, Etc.

AUTOS—Italy
1 boxed uto plaster body model, 1 cs parts (83)
AUTO PARTS—Italy
1 bx—Turin (83)
BEARINGS—Italy
7 bxs roller—Rome (83A)
ENGINES—Italy
2 cs diesel marine—Roma (83)
3 cs inter combustion—Milan (83)
5 cs reproduction mach—Milan (83)
4 cs circular knitting mach & access (2,925 lbs)—Milan (83)
MOTORS—Italy
16 ctns outboard—Milan (83)
22 pkgs outboard—Milan (83)
TRACTORS—Italy
8 pkgs grader & scraper parts—Rome (83A)
29 pkgs parts—Rome (83A)

Miscellaneous

ABRASIVE GRAINS—Italy
8 drs of silicon carbide, 1 dr of aluminum oxide—Turin (83)
ABRASIVE PAPER—Italy
9 crts—Torino (83)
9 pkgs—Torino (83)
ARVANCE RODS—Italy
8 bdls—Milano (83)
AIR CONDITIONERS—Italy
30 cs (83)
146 cs—Milano (83)
ASBESTOS PACKING—Italy
6 bxs (83)
BAGS, AIRSICK—Italy
14 bdls—Rome (83A)
BATTERIES—Italy
2 cs—Milan (83)
CAMERAS—Italy
2 bxs—Genoa (83)
COMPOUND—Italy
5 drs surface curing—Milan (83)
BOOKS—Italy
24 ctns (83)
COMPRESSORS—Italy
2 bxs air—Milan (83)
1 cs air—Milan (83)
CONTAINERS—Italy
16 empty metal (83)
CORK & RUBBER—Italy
10 rolls synth—Torino (83)
DISCS—Italy
2 cs phonograph record'g—Torino (83)
DISTRIBUTION BUSWAYS—Italy
3 cs (4,275 lbs)—Torino (83)
ELECTRICAL EQPT—Italy
1 cs power capacitors—Milan (83)
FILMS—Italy
3 cs sheets—Milan (83).
FINISHING POWDER—Italy
7 drs hat—Sagliano Mocca (83)
MAGAZINES—Italy
114 pkgs (83)
24 bgs (83A)
MATS—Italy
10 ctns plastic place (83)
METERS—Italy
7 cs colir & access—Milan (83)
OFFICE SUPPLIES—Italy
1 bx—Rome (83A)
PAINT—Italy
37 ctns—Rome (83A)
PERIODICALS—Italy
25 bgs—Milan (83)
POULTRY EQPT—Italy
1 cs—Milan (83)
RECORDS, PHONO—Italy
7 cs—Chiasso. (83)
REFRIGERATORS—Italy
32 pallets compressors—Torino (83)
RUBBER, SYNTH—Italy
1,411 bgs—Milan (83)
RUM—Italy
20 ctns—Valletta (83A)
SEED—Italy
4 bgs corn—Bologna (83)
46 bgs corn—Bologna (83)
TAPE, GUMMED—Italy
15 ctns—Torino (83)
16 ctns—Torin (83)
TAPE, GUMMED PAPER—Italy
5 ctns—Turino (83)
TELEVISIONS—Italy
10 ctns bulb blanks parts (83A)
TOYS—Italy
22 ctns plastic—Como (83)
397 ctns—Turin (83)
TUBINGS—Italy
8 cs glass—Torino (83)
VIBRATORS—Italy
4 cs—Rome (83A)
WHISKEY—Italy
50 ctns—Bagnoli (83A)
250 ctns (83A)

VOL. 1 — No. 46 EXPORT DAILY New York, March 21, 1958

SS PARTHIA

(Br) Mar 14

No. To
(7) ——— Liverpool, England

Chemicals

ACIDS—England
45 drs hct (11880)—London (7)
CHEMICALS—England
40 drs (15200 lbs) (7)
COAL TAR DYES—England
8 drs (909) lbs) (7)
COMPOUNDS—England
8 pkgs water boiler feed (840 lbs) (7)
32 dr scouring (6240 lbs), 2 drs washing (1004 lbs) (7)
2 pails textile specialty—Lancaster (7)
ETHYL ANTHRAQUINONE—England
264 drs (52016 lbs—Ludington (7)
EXTRACTS—England
30 drs Irish moss (7170 lbs (7)
INSECTICIDES, AGRICULTURAL—England
6 drs—London (7)
LIQUIN—England
40 drs (10640 lbs)—Acefair (7)
LITHIUM ALUMINUM HYDRIDE—England
3 bxs (333 lbs) (7)
RESIN—England
5830 lbs syntht (7)
SODIUM SALT—England
1 bx hydride (36 lbs) (7)
WAX—England
318 ctns microcrystalline (7)
28 bgs candelilla—London (7)

Hides, Skins and Casings

CASINGS, HOGS—England
8 trcs (7)
DRESSING, LEATHER—England
16 drs—London (7)

Foodstuffs

BISCUITS—England
130 ctns—Burtonwood (7)
COCOA POWDER—England
116 bxs—Stockholm (7)
93 bxs—Brussels (7)
FRUITS, England
422 bxs apples, 42 crts lemons, 116 crts grapefruit, & 163 crts oranges—Burtonwood (7)
2000 ctns lemmons (7)
LARD, England
30 ds (7)
18345 ctns (7)
PROVISIONS—England
86 cs frozen tongues, 217 cs turkey—Burtonwood. (7)
VEGETABLES—England
699 crts lettuce, 181 crts celery, 70 crts peppers—Burtonwood. (7)

Metals and Ores

STEEL—England
452 lbs-sheets—Burnley. (7)
165,460 lbs structural—Stockport. (7)

Textiles

FIBER, ORLON—England
217 ctns—Darlington. (7)
25 bls—Rochdale. (7)
FIBRE, STAPLE—England
106 bls—Salford. (7)
102 bls—Salford. (7)
4 ctns—Darlington. (7)
HAIR, HOG—England
249 bls raw. (7)
ORLON TOP—England
110 ctns—Darlington. (7)
YARN, NYLON—England
7 cs. (7)

Building Materials

LUMBER—England
1,509 bdls ash stems—London. (7)
PIPE FITTINGS—England
5 cs—Manchester. (7)

Furnishings

KITCHEN UTENSILS—England
6 cs—Preston. (7)

Automotive Parts, Machinery, Etc.

BEARINGS—England
1 cs roller—Coalville. (7)
21 cs roller and parts—Coventry. (7)
ENGINES—England
99 crts intl combustion parts—Manchester. (7)
MACHINERY—England
9 cs refractory (5,881 lbs)—Assph. (7)
6 cs (40,340 lbs)—Birmingham. (7)
9 cs metal working parts (1,926 lbs). (7)
6 cs measuring (621 lbs)—Birmingham. (7)
3 cs textile (570 lbs). (7)

Continued

[fol. 4431]

4431

Continued

SS PARTHIA

10 cs knitting parts—Leicester (7)
6 cs metal working (102,220 lbs)—Watford (7)
1 cse collator (2500 lbs)—Bliston (7)
2 bxs (5520 lbs), 1 ctn parts—Birmingham (7)
1 cse grinding (6185 lbs)—Glasgow (7)
45 cs sheet metal working parts (3760 lbs)—Manchester (7)
3 crts (18,000 lbs)—Leeds (7)
4 bxs loom parts—Manchester (7)

PUMPS—England
6 cs centrifugal parts (7)

ROAD BUILDING EQPT—England
1 pce (15,000 lbs)—Cowdenbeath (7)
1 bx mchy parts (1445 lbs)—Durnam (7)

TIRES, TUBES—England
608 loose tires (7)

TRACTORS—England
27 bxs agric parts, 7 bxs shovel parts—Doncaster (7)
8 bxs earth moving parts—Northampton (7)
3 cs parts—Gateshead (7)
7 bxs power shovel parts—Lincoln (7)
16 cs earth moving parts—Northampton (7)
8 bxs agric partsJDoncaster (7)
1 excavator & parts (7)

Miscellaneous

ABRASIVES—England
21 kgs grain—Birmingham (7)

CIGARETTES—England
75 ctns (7)

CLAYSTONE—England
1 bg—London (7)

CONCENTRATES—England
3024 bgs (255,280 lbs)—London (7)

ELECTRICAL EQPT—England
3 cs circuit breakers (7)
2 cs ind control instruments & parts (7)

GENERATORS—England
3 ctns governors (7)

LATEX—England
11 drs (7)

LIMESTONE—England
1 bg—London (7)

MACHINES, BUSINESS—England
174 cs cash register parts—Dundee (7)
85 cs accounting parts, 54 cs nati bookkeeping machines—Dundee (7)

MAGAZINES—England
587 bdls—London (7)

OIL—England
2 drs flotation (7)

OIL, LUBR—England
61 drs (7)

OILWELL EQPT—England
8 bxs—Stockport (7)

RUBBER, SYNTH—England
22 bags—London (7)
55 bags (7)
193 bls (7)

TOBACCO, SMOKING—England
60 bxs (7)

VOL. 1 — No. 49 **EXPORT DAILY** New York, March 26, 1958

SS SANTA ISABEL
(Am) March 14

No.	To
(74)	Buenaventura, Colombia
(74A)	Antofagasta, Chile
(74B)	Valparaiso, Chile
(74C)	San Antonio, Chile
(74D)	Lima via Callao, Peru
(74E)	Salaverry, Peru
(74F)	Chanaral, Chile

Chemicals

ACHROMYCIN, AUREOMYCIN—Peru
27 ctns (1,957 lbs) (74D)

ACIDS—Colombia
10 cbys lactic (1,850 lbs)—Cali (74)

ACIDS—Peru
4 drs citric (74D)
50 cs ascorbic (2,600 lbs) (74D)
11 drs phosphoric (74D)
1 ctn stearic (74D)
12 cbys sulfuric (3,294 lbs)—Trujillo (74E)

AEROSOL EMENT—Peru
4 ctns (74D)

AMYL ACETATE—Chile
463 drs (208,350 lbs)—Santiago (74B)

ANETHOL—Peru
1 dr (130 lbs) (74D)

ANTIBIOTICS—Peru
13 ctns (1,022 lbs) (74D)

BIFURAN—Peru
8 ctns—Callao (74D)

BONE ASH—Chile
6 drs synth (74A)

BUTYL ALCOHOL—Chile
4 drs—Santiago (74B)

CALCIUM—Peru
2 drs chloride flake—Cartavio (74E)
40 bags carbonate (74D)
1 cs pantothenate (38 lbs) (74D)

CARBOWAX—Peru
4 bags (74D)

CASEIN—Peru
13 drs (5,369 lbs) (74D)

CHEMICALS—Colombia
900 lbs—Bogota (74)
156 drs photo (5,428 lbs)—Bogota (74)
17 cs (2,295 lbs)—Bogota (74)

CHEMICALS—Peru
63 cs photo (2,445 lbs) (74D)

CHLOROTHIAZIDE—Colombia
5 drs (588 lbs)—Cali (74)

COAL TAR DYES—Peru
2 pails (74D)

COMPOUNDS—Colombia
4 drs textile specialty (680 lbs)—Yumbo (74)
1 dr cleaning (400 lbs)—Bogota (74)

COMPOUNDS—Chile
6 drs textile cleaning (74A)
10 drs water softening (4710 lbs)—Santiago (74B)

COMPOUNDS—Peru
4 drs cleaning (1084 lbs) (74D)

COLORING MATTER—Colombia
20 drs (74)

DENTAL PLASTER—Peru
4 drs (74D)

DEXTROSE—Colombia
96 drs (7680 lbs)—Cali (74)

DRUGS, MEDICINES—Peru
1040 lbs (74D)
92 lbs—Trujillo (74E)

EPUG SUNDRIES—Peru
39 ctns gauze, 21 ctns ligatures (74D)
42 ctns adhesive tape (74D)

EXTRACTS—Chile
34 ctns flavoring—Santiago (74B)

EXTRACTS—Colombia
11 ctns flavoring—Cali (74)

ETHER—Peru
30 ctns (74D)

FLAVORING—Peru
125 ctns Vanis orange base (74D)

FLOCCULANT—Peru
6 drs (1332 lbs)—Callao (74D)

FORMALDEHYDE—Colombia
12 drs (7434 lbs)—Palmira (74)

FUNGICIDE—Chile
2 drs (900 lbs)—Santiago (74B)

GLUCOSE—Chile
7 drs (2219 lbs)—Santiago (74B)

GRIFFITH PARGUE SALT—Chile
50 drs—Santiago (74B)

GUM BENZOIN—Peru
1 dr (74D)

GUM MYRRH—Peru
1 dr (74D)

INSECTICIDES—Peru
687 ctns fly spray (74D)

KAOLIN—Colombia
9 drs—Cali (74)

KRAFT—Peru
13 drs (74D)

MAGNESIUM CHLORIDE—Colombia
2 drs (56 lbs)—Cali (74)

MEDICAL EQPT—Peru
2 ctns X-ray apparatus—Callao (74D)

MEDICINALS—Chile
1044 lbs—Oruro (74A)

MEDICINALS—Colombia
14 cs (2970 lbs)—Cali (74)

MEDICINALS—Peru
22 cs (520 lbs) (74D)

MEDICINES—Peru
731 lbs (74D)
61 ctns (3337 lbs) (74D)
697 lbs (74D)

MENTHOL—Peru
[illegible] (74D)

MENTHOLATUM—Peru
8 cases (74D)

METHYLPARABEN—Peru
1 dr (67 lbs) (74D)

MENTHYL SALICYLATE—Peru
1 pail (74D)

NIACINAMIDE—Peru
7 ctns (283 lbs) (74D)

OILS—Colombia
100 drs oleo—Cali (74)

OILS—Peru
6 tins mineral (74D)
2 drs peppermint, 1 dr spearmint, 1 cs sassafras, 1 cse cloves (74D)
2 drs essential (74D)
10 drs transformer—Callao (74D)

OXIDE, RED IRON—Chile
9 bags—Santiago (74B)

PECTIN—Colombia
29 ctns—Cali (74)

PHARMACEUTICALS—Chile
33s lbs—Cochabamba (74A)

PHARMACEUTICALS—Peru
8 ctns (264 lbs) (74D)
4 cs (401 lbs) (74D)
14 cs (3,435 lbs) (74D)
6 drs (669 lbs) (74D)

PLASTIC SHEETS—Peru
1 ctn (74D)

POTASSIUM SALTS—Peru
10 drs (270 lbs) (74D)

PROPYLENE GLYCOL—Colombia
2 drs (1,053 lbs)—Palmira (74)

PYRIDOXINE HYDROCHLORIDE—Peru
1 case (39 lbs) (74D)

RESIN—Chile
143 bags synth (7,293 lbs)—Cochabamba (74A)
2 drs (1,026 lbs)—Santiago (74B)
20 drs, synth (4,946 lbs)—Santiago (74B)

RESIN—Colombia
4 drs synth (1,036 lbs)—Bogota (74)
5 bags synth (206 lbs)—Cali (74)
200 bgs synth (10,400 lbs)—Medellin (74)

RUBBER—Colombia
5 drs accelerator (1,100 lbs), 31 drs antioxidant—Cali (74)
9 drs accelerator—Cali (74)
12 drs accelerator—Bogota (74)

SACCARINE—Peru
1 d (74D)

SODIUM SALTS—Chile
82 drs (34,112 lbs bichromate—Santiago (74B)

SODIUM SALTS—Colombia
133 lbs—Bogota (74)
2 drs bisulfite (55 lbs)—Cali (74)
5 drs phosphate (1,710 lbs) Bogota (74)

SODIUM SALTS—Peru
26 pails lime (74D)
84 bags carboxymethylcellulose (4,724 lbs) (74D)
100 drs sulphite (2700 lbs) (74D)
100 drs carbonate (2,700 lbs), 50 drs hyposulphite (5,325 lbs) (74D)

SORBITOL—Peru
1 dr (638 lbs) (74D)

SULFAGUANIDINE—Colombia
3 drs (370 lbs)—Bogota (74)

SULFAQUINOXALINE, VETERINARY—Peru
10 cs (550 lbs) (74D)

SULFUR DIOXIDE ANHYDROUS—Peru
1 cn (74D)

TALLOW—Peru
622drs (294,633 lbs) (74D)

TETRA SODIUM PYROPHOSPHATE—Colombia
12 drs (4,104 lbs)—Bogota (74)

THIAMINE HYDROCHLORIDE—Peru
10 cs (410 lbs) (74D)

VITAMINS—Peru
7 ctns (568 lbs) (74D)

WAX—Peru
1 ctn bees (74D)

XANTHATE—Peru
55 drs (15,070 lbs) (74D)

ZINC CHLORIDE—Peru
1 dr (74D)

Foodstuffs

CHEPRIES—Peru
60 ctns (74D)

CONFECTIONERY—Peru
20 ctns Vicks cough drops (74D)
732 ctns chewing gum (74D)

FOODSTUFFS—Chile
50 cs cereals, 100 ctns minute rice, 30 cs cake mixes, 100 cs coconut, 30 cs baking chocolate (74A)

FOODSTUFFS—Peru
50 ctns pie fillings, 25 ctns apple sauce, 15 ctns seafood (74D)

JUICES—Peru
15 ctns apple (74D)

Continued

3258 [Fol. 4432]

4432

Continued

SS SANTA ISABEL

OLIVES—Peru
10 ctns (74D)
PROVISIONS—Chile
11 bxs (74A)
PROVISIONS—Peru
158 ctns frozen fryers (74D)
TEA—Peru
25 chests (74D)

Metals and Ores

ALUMINUM POWDER—Peru
2 drs (74D)
2 drs (74D)
IRON, POWDERED—Chile
500 pails (74F)
LEAD, Chile
161 pigs ingots (10,030 lbs) (74F)
PIPE—Chile
9 pcs black steel (74F)
21 bdls black steel (74F)
PIPE—Peru
6 lengths (74E)
STEEL—Chile
783 lbs beams (74A)
1,272 lbs sheets—Santiago (74B)
46,387 lbs structural (74F)
25,891 lbs bars, angles—Rancagua (74C)
31,625 lbs sheets (74F)
STEEL—Colombia
1,420 lbs bars—Cali (74)
10,025 lbs bars—Palmira (74)
12,504 lbs bars—Andagoya (74)
STEEL—Peru
75,430 lbs cold rolled carbon sheets (74D)
41,500 lbs plates—Cartavio (74E)
23,184 lbs structural shapes—Cartavio (74E)
TINPLATE—Colombia
486,060 lbs ferrostan—Pereira (74)
113,169 lbs waste waste—Bogota (74)
TINPLATE, ELECTROLYTIC—Colombia
14,360 lbs—Cali (74)
TUBES, COPPER—Chile
1 case—Rancagua (74C)
TUBING, COPPER—Colombia
71 ctns—Bogota (74)
TUBING, COPPER—Peru
33 boxes (74D)
WIRE—Colombia
17 bbls iron—Bogota (74)
36 reels steel—Cali (74)
WIRE—Peru
11 reels ins copper (74D)
ZINC—Peru
10 cs sheets (3,850 lbs)—Callao (74D)

Textiles

APPAREL—Chile
14 ctns work gloves (74A)
6 cs men's shirts—Punta Arenas (74B)
APPAREL—Peru
7 ctns (74D)
12 ctns handbags, wearing (74D)
25 ctns asstd (74D)
COTTONS—Chile
6 cs pce goods—Santiago (74B)
COTTONS—Peru
7 bales pce goods (74D)
4 ctns pce goods (74D)
8 cs towels, bedspreads (74D)
COTTON WASTE—Chile
3 bales—Cochabamba (74A)
COTTON WEBBING—Peru
3 ctns—Callao (74D)
CORDAGE, COTTON—Peru
4 ctns—Trujillo (74E)
NYLONS—Chile
3 bls pce gds—La Paz (74A)
NYLONS—Peru
2 ctns pce gds (74D)
YARN—Chile
1 cs elastic, 22 cs nylon — Santiago (74B).
2 ctns nylon—Santiago (74B)
2 ctns nylon—Vina del Mar (74B)
YARN—Peru
4 ctns nylon (74D)
8 ctns nylon (74D)
4 ctns nylon (74D)
5 ctns nylon (74D)
29 bls orlon (74D)
TEXTILES—Chile
79 bls pc gds—Bolivia (74A)
ZIPPERS—Colombia
8 drs wire—Bogota (74)

Building Materials

GLASS—Peru
6 cs plate (74D)
HARDWARE—Chile
11 cs tools (74F)
31 bxs hoes, axes, machetes—Santa Cruz (74A)
39 bxs machetes, axes, hoes—Cochabamba (74A)
24 cs steel files—Santiago (74B)
3 ctns padlocks—Pto Montt (74B)
4 cs padlocks—Cochabamba (74A)
4 bxs padlocks—Oruro (74A)
4 bxs padlocks—La Paz (74A)
HARDWARE—Colombia
4 cs aluminum screws—Bogota (74)
9 bxs—Pereira (74)
23 bxs tools, padlocks—Cali (74)
6 bxs—Bogota (74)
7 cs—Santiago (74)
442 ctns cut tacks—Bogota (74)
HARDWARE—Peru
19 cs (74D)
8 bxs builders, 2 bdls tools—Cartavio (74E)
30 ctns nails, 9 ctns cane knives (74E)
20 drs nails (74D)
122 bdls venetian blind parts (74D)
PLUMBING SUPPLIES—Colombia
118 ctns—Bogota (74)
PLUMBING SUPPLIES—Peru
30 crts tanks, 50 ctns bowls, 9 ctns seats (74D)
136 ctns watercloscts combs, lavatories, fittings, etc (74D)
11 ctns sink bowls (74D)
56 crts lavatories, 56 ctns bidets, 112 ctns w c bowls, tanks, 3 bxs fittings (74D)
PIPE FITTINGS—Chile
84 cs (74F)
6 cs (74A)
PIPE FITTINGS—Peru
5 cs—Cartavio (74E)
4 bxs brass (74D)

Furnishings

FURNITURE—Peru
33 ctns (74D)
GLASSWARE—Chile
25 ctns laboratory—Santiago (74B)
134 ctns—Santiago (74B)
16 cts laboratory (74B)
GLASSWARE—Colombia
1252 ctns bottles—Cali (74)
151 ctns bottles, 18 ctns caps (74)
47 bdls bottles, 3 ctns caps—Cali (74)
GLASSWARE—Peru
18 ctns laboratory (74D)

Automotive Parts, Machinery, Etc.

AUTOS—Chile
3 unboxed—Mendoza (74B)
41 unboxed—Santiago (74B)
AUTOS—Peru
1 unboxed (74D)
69 unboxed (74D)
AUTO BRAKE FLUID—Chile
80 ctns—Santiago (74B)
AUTO PARTS—Chile
184 ctns (74B)
106 ctns sealed beams—Santiago (74B)
4 cs—Punta Arenas (74B)
4 cs—Pto Aysen (74B)
2 cs—Talca (74B)
16 bxs (74A)
124 bxs—Santiago (74B)
5 cs—Sucre (74A)
2 cs—Melipilla (74B)
27 cs—Quillota (74B)
64 cs—Temuco (74B)
33 cs—Valdivia (74b)
42 ctns (74F)

AUTO PARTS—Colombia
18 ctns shock absorbers—Perkins (74)
110 cs—Bogota (74)
53 bxs—Pereira (74)
27 bxs—Ibague (74)
12 bxs—Girardot (74)
5 bxs—Armenia (74)
20 bxs—Cali (74)
AUTO PARTS—Peru
30 ctns sealed beams (74D)
6 cs—Tarma (74D)
4 cs—Lea (74D)
434 bxs (74D)
BUSSES—Chile
4 unboxed—Santiago (74B)
CRANES—Colombia
2 bxs parts—Medellin (74)
ENGINES—Peru
110 ctns internal combustion & parts (74D)
LOCOMOTIVES—Chile
8 bx parts (74F)
9x loose steel tires, 2 pcs wheels—Uyuni (74A)
MACHINERY—Chile
7 pkgs cotton loom parts (5567 lbs)—Santiago (74B)
16 cs textile parts (4770 lbs)—Quillota (74B)
5 bxs mining parts (74B)
8 bxs textile parts (226 lbs)—Quillota (74B)
19 cs ore crusher, churn drill, com pressor, parts (74A)
10 bdls ore car parts (74A)
8 pcs ore crusher parts—La Paz (74A)
8 cs buttonhole machines—Santiago (74B)
8 pkgs ore crusher parts (74F)
MACHINERY—Colombia
7 cs paper making parts (3465 lbs)—Cali (74)
1 crt ore crusher parts—Medellin (74)
8 rolls paper making parts (9328 lbs)—Cali (74)
25 cs rubber working (1255 lbs)—Cali (74)
MACHINERY—Peru
1 cs knitting machine parts (3900 lbs) (74D)
6 crts tire changing, 1 bx metal working (74D)
4 bxs core drill parts, 6 pcs rotary drill rig parts (74D)
1 ct bottle washing (20,400 lbs) (74D)
MACHINERY—Peru
4 cs rubber working (50,792 lbs) (74D)
1 bx soap reas (6,370 lbs)—Callao (74D)
4 cs vegetable oil mill parts—Callao (74D)
3 bxs cloth cuttings (74D)
3 bxs commi food chopping & slicing (74D)
21 pcs ball mill liners—Lima (74E)
5 sks sugar mill parts (43,977 lbs)—Trujillo (74E)
20 bxs sugar mill parts (5,080 lbs)—Cartavia (74E)

MOTORS—Chile
31 cs elec parts (74A)
MOTORS—Peru
8 bxs evinrude outboard (74D)
PUMPS—Chile
2 bxs (74B)
2 bxs power, 1 bxs parts—Santiago (74B)
PUMPS—Japan
1 cs centrifugal (13,445 lbs) (65C)
PUMPS—Peru
1 cs sand parts (74D)
RAILROAD EQPT—Chile
22 bxs traction equt—Uyuni (74A)
6 ctns—Santiago (74B)
RAILROAD EQPT—Peru
11 pkgs cross ties, track bolts—Cartavio (74E)
SERVICE STATION EQPT—Colombia
6 cs tire valves & parts & tools—Cali (74)
2 cs service appliances—Ibague (74)
SERVICE STATION EQPT—Peru
11 bxs gasoline pump parts, service machinery (74D)
4 bxs battery chargers (74D)
TIRES, TUBES—Chile
4 loose tires—Santiago (74B)
60 pcs tires, 30 ctns tubes (74A)
TIRES, TUBES—Colombia
35 loose farm implement tires—Cali (74)
50 pcs traction express tires—Cali (74)
TIRES, TUBES—Peru
36 pcs tires, 28 ctns tubes (74D)
30 loose tires, 3 ctns tubes (74D)
4 loose tires, 5 ctns tubes (74D)
TRACTORS—Chile
45 bxs parts (74F)
19 bxs power shovel parts, 4 bxs tractor parts (74A)
2 cs parts—La Paz (74A)
TRACTORS—Colombia
35 bxs parts—Cali (74)
22 bxs parts—Bogota (74)
TRACTORS—Peru
14 bxs parts (74D)
TRACTORS—Peru
4 cs parts (74D)
TRUCKS—Chile
3 bxs parts (74A)
2 chassis (74B)
3 chassis—Santiago (74B)
TRUCKS—Peru
21 chassis (74D)
35 bxs parts (74D)

Miscellaneous

ABRASIVES—Chile
16 ctns paper & cloth—Santiago (74B)
ABRASIVES—Peru
68 ctns paper, 19 pkgs cloth (74D)
AGRICULTURAL IMPLEMENTS—Chile
1 cs power sprayers (3,140 lbs)—Santiago (74B)
8 cs offset choppers (19,120 lbs), 1 cs power sprayer (2,522 lbs)—Santiago (74B)

AGRICULTURAL IMPLEMENTS—Colombia
8 cs power sprayers—Bogota (74)
2 cs reaper, thresher—Cali (74)

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4433

[101 4433]

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SS SANTA ISABEL

AGRICULTURAL IMPLEMENTS—Peru
1 cs harvester parts (74D)
6 crts threshers (74D)
49 cs farm wagons, mowers, planters —Callao (74D)
12 pkgs tool bars (74E)

BAKERY EQPT—Peru
12 cs dough mixers & parts (74D)

BATTERIES—Chile
30 cs auto—Oruro (74A)

BOOKS—Peru
9 cs (74D)

BOTTLE CAPS—Peru
200 ctns (74D)

BUTCHERS EQPT—Peru
3 cs meat chopper, saw & parts (74D)

CABLE—Chile
2 reels (74B)

CABLE—Peru
20 coils armored (74D)

CABINETS—Chile
53 crts steel enclosing (74F)

CELLOPHANE—Colombia
44 ctns—Yumbo (74)

CEMENT—Chile
39 drs insulating (74A)

CEMENT—Colombia
7 cs gasket—Cali (74)

CEMENT—Peru
32 drs auto (74D)

CIGARETTES—Colombia
139 pkgs—Bogota (74)

CIGARETTES—Peru
201 ctns (74D)
1,200 ctns (74D)

COMPRESSORS—Chile
3 bxs air parts—P ori (74A)

COMPRESSORS—Peru
3 bxs air (74D)

COSMETICS—Peru
5 cs lipsticks (74D)

COMPOUNDS—Colombia
1 cs buffing (511 lbs)—Palmira (74)

COMPOUNDS—Peru
3 bbls buffing (1380 lbs) (74D)
5 drs lubricating (2729 lbs)—Callao (74D)

COREGA—Peru
22 ctns (74D)

DISPLAY RACKS—Peru
48 ctns (74D)

DRESSING, LEATHER—Peru
9 ctns (74D)
7 drs (74D)

ELEC APPLIANCES—Peru
12 ctns floor polishers (74D)

ELECTRICAL APPLIANCES, COMML—Peru
9 ctns vacuum cleaners & parts (74D)

ELECTRICAL EQPT—Chile
15 pallets graphite anodes—Santiago (74B)
27 ctns switches, fuses etc (74A)
10 cs (74A)
2 bxs plants—Cochabamba (74A).
55 bxs transformers, conduits, etc (74F)

ELECTRICAL EQPT—Colombia
31 ctns wiring devices—Bogota (74)
3 cs transformers—Manizales (74)
52 cs wiring devices—Bogota (74)

ELECTRICAL EQPT—Peru
23 ctns incandescent lamps (74D)
61 ctns flourescent lamps, 101 ctns incandescent lamps (74D)
7 crts pressure regulators, 69 ctns wiring devices (74D)
75 ctns wiring devices (74D)
98 bxs conduit boxes & covers, 128 ctns conduit fittings (74D)
4 ctns, 76 cts incandescent lamps, 296 ctns flourescent lamps (74D)

ELEVATORS—Peru
5 bxs equt (74D)

FENCES—Chile
163 bdls gates & fittings (74F)

FILM—Colombia
196 cs x-ray, 2 cs photo—Bogota (74)
67 cs photo—Bogota (74)
10 cs cine—Bogota (74)

FILMS—Chile
7 cs motion picture—Santiago (74B)
3 cs motion picture—Santiago (74B)

FILM—Peru
120 ctns cellulose (74D)
13 tubes cellulose (74D)
25 cs photo, 149 cs x-ray, 37 ctns cine (74D)
13 cs motion picture (74D)

GENERATORS—Chile
9 pkgs self contained sets—Santa Cruz (74A)
3 bxs diesel sets—La Paz (74A)

GENERATORS—Peru
2 cs (74D)

GREASE, LUBR—Peru
10 ctns—Callao (74D)

GRINDING WHEELS—Peru
5 bxs (74D)

GUM, TUBE—Chile
20 ctns (74F)

HEATERS, ELEC—Peru
9 crts (74D)

HOISTS—Peru

INCINERATORS, H H—Chile
3 crts—Santiago (74B)

INK—Peru
9 ctns writing (74D)

IRISH MOSS—Peru
5 drs (1,330 lbs) (74D)

LACQUER—Peru
10 bkts (74D)
110 ctns (74D)

LEAD, WHITE—Chile
8 pails (74F)

LIGHTER FLUID—Peru
24 ctns (74D)

LACQUER THINNER—Peru
5 drs (74D)

MACHINES, BUSINESS—Peru
3 cs cash registers (74D)

MACHINES, OFFICE—Chile
15 cs accounting, 3 cs typewriters—Santiago (74B)
11 cs elec accounting—Punta Arenas (74B)
4 cs checkwriting, 50 cs typewriter pts—Santiago (74B)
9 bxs adding (74D)
18 cs adding (74D)

MACHINES, WASHING—Chile
31 cs—Punta Arenas (74B)

MACHINES, SEWING—Chile
2 bxs ind—Santiago (74B)

MACHINES, SEWING—Peru
66 cs Singer, 2 cs parts (74D)
7 cs ind parts (74D)

MACHINES, WASHING—Peru
54 crts (74D)

METERS—Chile
42 cs electric—Santiago (74B)

MINING EQUPT—Chile
51 cs parts, supplies—Rancagua (74B)
13 bxs misc supplies (74A)
20 cs supplies—Rancagua (74C)
77 pgs supplies (74F)
115 ctns supplies, misc parts, etc (74A)

MINING EQUPT—Colombia
12 cs supplies—Andagoya (74)

MINING EQUPT—Peru
4 pkgs—Cerro de Pasco (74D)
18 pkgs—Paramonga (74D)
3 pkgs—Ancos (74D)
4 pkgs—Lima (74D)

OFFICE EQUPT—Peru
9 crts lockers (74D)

OFFICE SUPPLIES—Chile
14 ctns (74F)

OFFICE SUPPLIES—Peru
33 ctns folders, tabs (74D)
18 ctns teletype rolls (74D)

OIL, LUBR—Peru
85 drs (74D)
50 ctns (74D)
130 ctns (74D)
110 ctns (74E)
40 drs—Callao (74D)
277 drs—Callao (74D)

OILWELL EQPT—Chile
4 cs—Pto Montt (74B)
5 cs—Punta Arenas (74B)

PAINT—Chile
21 pails—Santiago (74B)
20 pails (74A)
22 bgs—Santiago (74B)

PAINT—Peru
8 pails (74D)
131 ctns (74D)

PAPER—Chile
6 bxs photo—Cochabamba (74A)
23 cs printing—Santiago (74B)
21 cs printing—Rancagua (74B)

PAPER—Colombia
27 cs printing—Cali (74)
30 cs printing—Bogota (74)
43 rolls printing—Cali (74)
162 cs photo (74)

PAPER—Peru
20 ctns writing (74D)
200 rolls wrapping (74D)
46 ctns photo (74D)
370 bdls newsprint (74D)
10 pkgs straws (74D)

PHONOGRAPHS—Chile
24 cs parts (74B)

PHOTO EQPT—Chile
9 cs plates—Santiago (74B)

PHOTO EQPT—Colombia
33 cs materials—Bogota (74)

PHOTO EQPT—Peru
14 cs supplies, 12 ctns photoflash bulbs (74D)

PLASTICWARE—Peru
8 ctns (74D)

POLISH, FURNITURE—Peru
66 ctns (74D)

POT CLEANERS—Peru
109 ctns (74D)

PRESSBOARD—Peru
19 cs (74D)

REMNANTS—Peru
6 bls—Trujillo (74E)

RADIOS—Chile
11 cs parts (74B)
45 cs—Oruro (74A)

RADIOS—Peru
6 cs parts (74D)
32 ctns car, 5 ctns aerials (74D)

RECORDS, PHONOGRAPH—Peru
26 ctns (74D)
18 ctns (74D)

REFRIGERATORS—Peru
14 bxs compressors, condensing units, parts (74D)
3 ctns parts (74D)

ROPE, WIRE—Chili
6 reels (74F)
6 reels (74A)

RUBBER GOODS—Chile
45 ctns auto hose—Santiago (74B)
4 bls air hose (74B)

RUBBER GOODS—Peru
33 bls hose (74D)
3 ctns ice bags (74D)

SEEDS—Chile
1 bag tree (74B)

SEEDS—Peru
1 cse vegetable—Tarma (74D)

SOAP, POWDERED—Peru
3 drs (74D)

STATIONERY—Peru
45 ctns looseleaf & memo books (74D)

TAPE—Chile
4 ctns sound recording—Santiago (74B)

TOOLS, ELEC—Peru
2 cs—Callao (74D)

TOYS—Peru
8 ctns (74D)

TUBING, PAPER—Chile
560 pcs (74A)

TWINE, BALER—Peru
70 bls—Callao (74D)

TWINE, COTTON—Peru
11 bls (74D)

VALVES—Chile
8 cs—Punta Arenas (74B)

VALVES—Peru
30 cs (2700 lbs) (74D)

VEHICLES, CHILDREN'S—Peru
54 ctns (74D)

WELDING RODS—Peru
35 bxs (74D)

WELDERS—Peru
2 cs (74D)

WELDING RODS—Peru
6 ctns—Andagoya (74)

WODENWARE—Peru
10 cs tongue depressors (74D)

2260 [fol. 4434]

4434

VOL. 1 — No. 62 EXPORT DAILY New York, April 14, 1958

SS ILE DE FRANCE
(Fr) Apr 4

No. (39) To Havre, France

Chemicals

ACID—France
1 ctn vegetable—Paris (29)
CHEMICALS—France
267 lbs—Paris (29)
44 bgs (2244 lbs)—Paris (29)
COAL TAR DYES—France
2 drs (29)
EXTRACT—France
3 ctns flavoring—Paris (29)
GELATINE—France
2 drs—Paris (29)
MOLYBDENITE POWDER—France
50 drs (4600 lbs)—Paris (29)
PENICILLIN SODIUM—France
8 bxs (29)
PHARMACEUTICALS—France
2 ctns—Paris (29)
7 drs (260 lbs)—Paris (29)
PHOTO CHEMICALS—France
12 pkgs (29)
PLASTIC SHEETINGS—France
4 ctns (29)
RESIN—France
10 drs synth (29)
48 drs synth—Paris (29)
THIAMINE MONONITRATE—France
17 drs (29)
ZIRCONIUM OXIDE—France
65 kegs (29)

Hides, Skins and Casings

LEATHER—France
33 ctns cattle, 5 pkgs calf (29)
SKINS—France
2 bls raw—Paris (29)
SKINS, FUR—France
1 pkg—Paris (29)
SKINS, OPOSUM—France
2 bls raw—Paris (29)

Foodstuffs

FOODSTUFFS—France
10 ctns spaghetti, 15 ctns, ravioli, 6 ctns sauce—Paris (29)
PROVISIONS—France
115 cs froz hog livers, 56 ctns beef kidneys, 2 ctns glands—Paris (29)
40 bxs tongues, 27 bxs kidneys, 40 bxs beef liver—Havre (29)
214 cs hog livers—Seine (29)
100 bxs insulin beef pancreas—Paris (29)
RICE—France
130 ctns—Paris (29)

Metals and Ores

BRONZE RODS—France
3 cs (29)
COPPER POWDER—France
1 cs—Paris (29)
NICKEL—France
18 bdls chrome electric rods (5,183 lbs)—Paris (29)
NICKEL—France
17 coils alloy rods (2,0220 lbs)—Paris (29)
SILVER—France
117 bgs ref—Havre (29)

Textiles

APPARELS—France
1 ctn hats, 1 ctn skirts, 1 ctn orlon cardigans, 4 ctns cotton dresses, 1 ctn nylon panties (29)
25 ctns wearing (29)
FABRICS—France
2 bls silk, 6 rolls webril (29)
FIBRE—France
3 crts vulc (29)
FLOWERS, ART—France
10 crts—Besancon (29)
NYLONS—France
12 ctns piece goods (29)
35 pkgs piece goods (29)
4 ctns piece goods (29)
RAYONS—France
6 pkgs piece goods (29)
RAYONS, ACRILAN—France
3 ctns piece goods (29)
YARNS—France
3 ctns cashmere—St Gall (29)

Building Materials

HARDWARE—France
6 ctns cabinet locks (29)
1 bx steel nuts, 1 bx alum hinges—Paris (29)
3 ctns screw drivers—Paris (29)
1 cs mech hand tools—Lyon (29)
1 cs hack saw blades—Lyon (29)
PIPE FITTINGS—France
10 pkgs—Paris (29)

Furnishings

GLASSWARE—France
69 ctns (29)
LAMPS—France
9 ctns fluorescent—Neuilly (29)

Automotive Parts, Machinery, Etc.

AUTO PARTS—France
25 ctns light shields (29)
19 pkgs, 19 cs shock absorbers—Genneviliers (29)
28 pkgs—Gennevilliers (29)
31 pkgs—Accan (29)
52 pkgs—Havre (29)
BEARINGS—France
1 box roller (29)
10 pkgs ball, 16 pkgs roller (29)
1 ctn roller—Paris (29)
2 pkgs ball—Paris (29)
4 ctns ball—Paris (29)
ENGINES—France
56 pkgs parts—Gennevilliers (29)
5 cs parts—Gennevilliers (29)
4 cs parts—Paris (29)
MACHINERY—France
2 cs (1,651 lbs)—Gennevilliers (29)
6 pkgs parts (2,795 lbs)—Havre (29)
31 pkgs parts (29)
7 bxs parts—Paris (29)
2 cs water boiler—Paris (29)
MOTORS—France
7 ctns outboard (29)
5 pcs outboard parts—Paris (29)
7 ctns outboard—Paris (29)
TIRES, TUBES—France
196 loose tires (29)
TRACTORS—France
2 bxs excavator parts—Paris (29)
28 pkgs parts, 2 bxs grader parts—Paris (29)
57 cs farm (29)
4 cs parts—Tabet (29)

Miscellaneous

AGRICULTURAL IMPLEMENTS—France
33 bxs machine parts—Paris (29)
AIR CONDITIONERS—France
4 bxs—Carrier (29)
APRONS—France
5 ctns—Lilli (29)
BATTERIES—France
213 ctns separators (29)
278 ctns (29)
CARBON PAPER—France
3 ctns (29)
CASTINGS, STEEL—France
1 bx—Paris (29)
CEMENT—France
99 drs refractory (29)
CIGARETTES—France
26 bxs—Paris (29)
3,000 cont—Paris (29)
40 cont—Paris (29)
1,500 bxs—Paris (29)
100 ctns—Paris (29)
COMPOUND—France
3 bxs lapping (29)
COMPRESSORS—France
5 cs ref—Paris (29)
ELECTRICAL EQPT—France
48 pkgs heat regulating parts (29)
9 pkgs inst parts—Paris (29)
16 ctns resistors—Francaise (29)
68 ctns apparatus—Paris (29)
12 pkgs heat regulating appar and parts (29)
5 pkgs (29)
19 pkgs—Havre (29)
5 pkgs—Paris (29)
2 ctns apparatus—Paris (29)
1 ctn apparatus—Grenoble (29)
FEATHERS, CRUDE—France
3 bls—Paris (29)
FILMS—France
26 ctns plastic—Paris (29)
10 cs photo, 1 cs cine, 94 cs xray (29)
7 cs plastic—France (29)
FILTERS—France
3 bxs parts—Billancourt (29)
FURNACE PARTS—France
1 bx—Paris (29)
GAS TRANSPORTAINERS—France
3 bxs—Paris (29)
MACHINES, OFFICE—France
2 cs bookkeeping machines—Lyon (29)
17 ctns typewriters (29)
MAGAZINES—France
231 pkgs (29)
MAGAZINES—France
37 pkgs (29)
OIL WELL EQUIT—France
1 bx —Paris (29)
PAPER—France
7 cs photo (29)
PHOTO GOODS—France
28 cs dry plates, 16 pkgs photo goods (29)
POTETIOMETERS—France
6 ctns—Paris (29)
POWDER PUFFS—France
8 ctns (29)
RADIOS—France
9 ctns parts (29)
RECORDS, PHONO—France
12 ctns—Paris (29)
RUBBER GOODS—France
53 ctns gloves—Paris (29)
RUBBER GOODS—France
7 cs hose—Paris (29)
SEED—France
110 bgs beans—Paris (29)
STATIONERY—France
3 bxs pens 7 refills (29)
SWEEPERS—France
1 crt self propelled—Paris (29)
TAPE—France
21 ctns masking (29)
TUBES—France
27 ctns, 1 ctn accotx & 6 ctns aprons tubes (29)
6 ctns rubber curing (29)
VALVES—France
1 cs refr (29)
VIBRATORS—France
34 ctns—Paris (29)

[fol. 4435]

4435

VOL. 1 — No. 65 EXPORT DAILY New York, April 17, 1958

SS QUEEN MARY
(Br) April 8

No. To
(80) ——— Cherbourg, France
(80A) ——— Southampton, England

Chemicals

DRUGS—England
9 boxes (2192 lbs)—London (80A)
RESINS—England
1 drs synthetic (572 lbs)—London(80A)
12 drs synthetic (80A)
SOYA LECHITHIN—England
19 drs (10,099 lbs)—Watford (80A)
WAX—England
22 bags petroleum (80A)

Hides, Skins and Casings

CASINGS, ARTIF—England
21 drs—Swansea (80A)
CASINGS, SAUSAGE—England
97 drums—Swansea (80A)
4 drs—Swansea (80A)
SKINS—England
7 bales—London (80A)
14 bales raw S W African Lamb—London (80A)
1 bale skunks, opossums (80A)

Textiles

APPAREL—England
3 ctns dresses—London (80A)
7 cs—London (80A)
23 ctns dresses, skirts (80A)
APPAREL—France
30 ctns slips, shits, bathing suits—Zurich (80)
10 ctns sweaters, hosiery—Lausanne (80)
26 cs slips, brassieres, petticoats, dusters—Zurich (80)
NYLONS—France
6 ctns pce goods—St Gallens (80)
WOOLENS—England
2 bales pce goods—London (80A)

Furnishings

FURNISHINGS—England
2 bales wool rugs, used—Zurich (80A)

Building Materials

PIPE FITTINGS—England
3 cs (80A)

Automotive Parts, Machinery, Etc.

BEARINGS—England
7 cs roller, 7 cs ball—London (80A)
4 boxes roller—Freemantle (80A)
ENGINES—England
1 cs rolls royce turbo prop (3138 lbs)—Derby (80A)
23 boxes access—Gateshead (80A)
MACHINERY—England
7 boxes industrial parts, 2 cs tank cleaning—London (80A)
4 cs printing—London (80A)
6 cs automatic sausage linker—Kingswood (80A)
5 ctns parts—London (80A)
TRACTORS—England
21 boxes parts—Stamford (80A)
28 boxes parts (80A)
8 boxes tracklaying parts—Salisbury (80A)
661 pcs earthmover parts—Liverpool (80A)
TRACTORS—France
3 bxs payloader parts, 1 bx crawler parts—Antwerp (80)
3 bxs crawler parts—Antwerp (80)
TRUCKS—England
66 cs of the road haulage parts—Motherwell (80A)

Miscellaneous

BIOLOGICAL PRODS—England
4 ctns (228 lbs) (80A)
BOOKS—England
10 ctns—London (80A)
21 ctns—London (80A)
115 ctns—London (80A)
CIGARS—England
30 cs—London (80A)
DETERGENT—England
8 cs—London (80A)
ELECTRICAL EQPT—England
3 cs control instr parts (80A)
9 boxes heat regulating appar—London (80A)
4 boxes indust motor controls—London (80A)
2 boxes indust proc control instr pts—London (80A)
3 cs switch parts—London (80A)
ELECTROGLAS—England
4 cs—Dundee (80A)
FILM—England
8 cs motion picture—London (80A)
FILM—France
4 cs motion picture (80)
MACHINES, OFFICE—England
10 cs comptometer parts—London (80A)
29 cs elec typewriters—London (80A)
MACHINES, SEWING—England
11 boxes industrial—London (80A)
MAGAZINES—England
921 bdls—London (80A)
842 bdls—London (80A)
101 ctns—London (80A)
320 ctns religious—London (80A)
NEWSPAPERS—England
293 bdls—Paris (80A)
37 bdls—Teddington (80A)
PAPER GOODS—England
20 ctns patterns—London (80A)
PERIODICALS—England
241 bdls—(80A)
381 bdls—London (80A)
33 bags—(80A)
REFRIGERATORS—England
7 cs H H parts—London (80A)
SPORTING GOODS—England
10 ctns fishing rods—London (80A)
STATIONERY—France
74 ctns stapling machines, 41 ctns staples—(80)
TANKS, STEEL—England
2 cs fuel oil parts (3,000 lbs)—(80A)
VALVES—England
35 boxes—London (80A)

[fol. 4436]

4436

I.C.C. Exhibit No. 107

EXHIBIT NO. A-6.
I&S DOCKET 6615
WITNESS: EDWARD K. LAUX
Page 1 of 2

CARGO VESSEL CLEARANCES
NEW YORK AND BALTIMORE
1951 vs. 1956

	New York	Baltimore
1951	4264	3046
1956	4604	4025
Per cent change	+ 8.0%	+ 32.1%

[fol. 4437]

Source: U. S. Department of Commerce
Bureau of Census

4437

Methodology for comparative study of vessel clearances for the Port of New York and the Port of Baltimore

1. All passenger ships clearing New York have been eliminated for comparison purposes.

2. When a ship cleared New York twice as part of one continuous round trip between the U. S. and a foreign country, one clearance has been eliminated for comparison purposes.

3. Small ships of less than 1500 net registered tons have been eliminated from both Baltimore and New York totals. These ships represent over ten per cent of the clearances but less than 1-1/2% of the cargo carrying capacity at these ports.

4435

[fol. 4438]

I.C.C. Exhibit No. 107

EXHIBIT NO. (A-8)
I&S DOCKET 6615
WITNESS: Edward K. Laux
Page 1 of 3

COMPARISON OF MONTHLY SAILINGS FROM BALTIMORE TO REPRESENTATIVE FOREIGN PORTS, 1951 and 1956

Route numbers - see pages two and three

ROUTE	PORT	AVERAGE MONTHLY SAILINGS 1951	1956
1	Copenhagen, Denmark	6	14
2	Liverpool, England	6	6
3	Havre, France	6	9
4	Beirut, Lebanon	5	11
5	Calcutta, India	4	5
6	Lagos, Nigeria	1	3
7	Capetown, Union of South Africa	9	8
8	Rio de Janeiro, Brazil	9	16
9	Guayaquil, Ecuador	4	8
10	Sydney, Australia	2	2
11	Hong Kong, China	8	21
12	Singapore, Singapore	6	13
13	Honolulu, Hawaii	5	4
15	Colon, Panama	4	4
18	Hamilton, Bermuda	1	1
19	La Guaira, Venezuela	4	14
20	Havana Cuba	6	12
	TOTAL	86	151

[fol. 4439]

3265

4439

SOURCE: Port of Baltimore Handbooks for 1952 and 1957.

WORLD-WIDE SHIPPING SERVICE

The map on the opposite page depicts Baltimore's world-wide shipping service. Scheduled service by well-established steamship lines assures the shipper of fast and frequent sailings to commercial centers throughout the world.

The numbered arrows on the map correspond with the numbers carried below, showing areas served, number of shipping lines engaged in trade to specific areas and the number of sailings monthly.

	Numbers Indicating Routes	Number of Shipping Lines	Number of Sailings Monthly
Scandinavia and Baltic	1	5	10
United Kingdom	2	7	17
Continent (North European)	3	14	39
Mediterranean and North Africa	4	9	22
Red Sea-India-Ceylon-Pakistan-Burma	5	3	6
West Africa	6	1	1
South and East Africa	7	5	12
South America, East Coast	8	12	22
South America, West Coast	9	4	6
Australia	10	3	3
Far East	11	14	20
Indonesia-Singapore-Malayan Union-Siam-French Indo-China	12	5	10
Hawaii	13	2	5
U. S. Pacific Coast Ports	14	7	13
Mexico and Central America	15	5	10
U. S. Gulf Ports	16	2	10
U. S. South Atlantic Ports	17	2	8
Bermuda	18	1	1 to 5
South America, North Coast-Trinidad	19	4	8
West Indies	20	5	18

Source: Page 44 of Port of Baltimore Handbook - 1952

JJ+.

3266
[fol. 4440]

Source: Page 45 of Port of Baltimore Handbook - 1952

[fol. 4441]

3267

Exhibit No. (A-5) ~~(A-3)~~
I&S Docket 6615
Witness Edward K. Laux

EXCERPT FROM
Agent C. W. Boin Tariff No. 116-G, ICC A-1108
LIGHTERAGE AND TERMINAL REGULATIONS IN NEW YORK HARBOR AND VICINITY

Rule A-42. LIGHTERAGE OF L. C. L. FREIGHT.

To obtain lighterage delivery shipments must be consigned in bill of lading for lighterage delivery. (For waybilling instructions see Item 1418.)

(a) Commodities rated differently carloads and less carloads, in less than carload quantities or commodities rated the same in carloads and less than carloads in less quantities than provided in Rule
2790 A-35, which, when in carload quantities or under Rule A-35, are entitled to free lighterage, may be moved via lighter, within the lighterage limits (Rule A-20), except as otherwise provided herein, at the option of the carrier, subject to a charge of 8½ cents per 100 pounds, with a minimum of $27.56 for each domestic shipment, and a charge of 8½ cents per 100 pounds, with a minimum of $18.13 for each export or import shipment, over and above the rate published to and from New York, N. Y. (Notes A, B and C).

(b) When the shipment consists of commodities rated differently carload and less than carload and
2795 commodities rated the same carload and less than carload and is loaded to the full cubical or full stowing capacity of car or when the weight is 30,000 pounds or more it will be accorded the free lighterage privilege. (Note A.)

Minimum Charge on Less Than Carload Freight.

(c) In the event that the freight charges to or from New York on a less than carload shipment of commodities (which when shipped in carload quantities are entitled to free lighterage) plus the minimum lighterage charge of $27.56 on domestic freight or $18.13 on export or import freight (or the cartage and
2800 ferriage charges on less than carload freight, as named in Rules A-190 and A-191), aggregate more than the freight charges computed on the applicable carload rate and minimum weight the shipment shall have the benefit of such minimum carload freight charge and free lighterage, the lighterage to be deducted from the billing instead of being added to the freight charges. (Notes B and D.)

Note A.—Extra towing charges beyond the Lighterage Free and Floatage Limits as per Rule No. A-80 will be assessed when such service is performed. Articles weighing over 1,000 pounds will be subject to Rule A-85.

Note B.—The lighterage charge on export freight applies on eastbound freight forwarded to New York for export, via carriers parties to this tariff, in accordance with tariffs lawfully on file with the Interstate Commerce Commission and State Commissions.

2805 Westbound freight (other than import freight) forwarded from New York to points in Canada, Mexico, or other foreign countries will be subject to the lighterage charge provided for domestic shipments.

Note C.—The carload rate will not be applied on less than carload shipments delivered to lighters or barges for consolidation at carriers' rail termini named in Item 15.

Note D.—The provisions of this rule will not apply on shipments on which pick-up or delivery service has been performed, or on which an allowance has been made in lieu of pick-up or delivery service.

4442

Exhibit No. ~~(A-4)~~ (A-9)
I&S Docket 6615
Witness Edward K. Laux
Page 1 of 5

EXCERPTS FROM FREIGHT FORWARDER TARIFF SHOWING
RULES, REGULATIONS AND CHARGES GOVERNING
PICKUPS OR DELIVERIES AT THE PORT OF NEW YORK
ON IMPORT AND EXPORT TRAFFIC

(Subject to Ex Parte 206)

443

I. C. C. - F. F. No. 70
(For Cancellations see page 2)

Freight Forwarders Tariff Bureau, Inc.

(T. J. FOX, Agent)

TARIFF No. 32

(For Cancellations see page 2)

TERMINAL PRIVILEGES AND CHARGES

ON

IMPORT AND EXPORT SHIPMENTS

AT

PORT OF NEW YORK

(See Item Nos. 15, 30 and 35)

ISSUED NOVEMBER 30, 1956. EFFECTIVE DECEMBER 31, 1956.

Issued by
T. J. FOX, Agent
114 Liberty Street
New York 6, N. Y.

Communications regarding provisions published in this tariff should be addressed to the Traffic Officials of the Freight Forwarders participating herein.

3270
[fol. 4444]

PARTICIPATING FREIGHT FORWARDERS

Name of Freight Forwarder	Address	Powers of Attorney to T.J.Fox,Agent FFX1 No.
Acme Fast Freight,Inc	New York,N.Y.	39
American Freight Forwarding Corporation	Detroit,Mich.	19
B.C. Forwarding Co., Ltd.	Chicago,Ill.	15
Clipper Carloading Company	Chicago,Ill.	25
International Forwarding Co	Chicago,Ill	25
Lone Star Package Car Company	Dallas,Tex.	33
Merchant Shippers Association	Chicago,Ill.	20
National Carloading Corporation	New York,N.Y.	22
Pacific & Atlantic Shippers, Inc.	Chicago,Ill.	2
Pacific Forwarding Association, Inc	Chicago,Ill.	5
Republic Carloading and Distributing Co., Inc. (See Note 1)	New York,N.Y.	23
Texas Freight Company, Inc.	Houston,Texas	11
Universal Carloading & Distributing Co.,Inc. (See Note 2)	New York,N.Y.	23
Western Carloading Co., Inc	New York,N.Y.	9
Western Transportation Co., Inc	Los Angeles,Cal.	9
Westland Forwarding Co. (See Note 3)	Chicago,Ill	21

Note 1 - When "Republic" or "Republic Carloading and Distributing Co.,Inc." is used in this tariff, it includes Gulf Carloading Company,Inc. (Division of Republic Carloading and Distributing Co.,Inc.)

Note 2 - When "Universal" or "Universal Carloading & Distributing Co., Inc." is used in this tariff, it includes Pioneer Carloading Company (Division of Universal Carloading & Distributing Co.,Inc.)

Note 3 - When "Westland" or "Westland Forwarding Co." is used in this tariff, it includes "Stor Dor Forwarding Company" (Division of Westland Forwarding Co.)

For explanation of Abbreviations, see page 5

4445

[fol. 4445]

TERMINAL PRIVILEGES AND CHARGES APPLICABLE TO IMPORT SHIPMENTS

(a) Subject to the conditions of paragraph (c), a single shipment weighing 2,500 pounds or over, or more than one shipment aggregating 2,500 pounds or over will be picked up without charge when such shipments are available for pick-up at one time at one pier listed in paragraph (d).

(b) Subject to the conditions of paragraph (c), pick-up charges in Note 1 will apply on:

(1) A single shipment weighing 2,500 pounds or more, or more than one shipment aggregating 2,500 pounds or more arriving at piers not listed in paragraph (d), or
(2) A single shipment weighing less than 2,500 pounds, or more than one shipment aggregating less than 2,500 pounds arriving at piers listed or not listed in paragraph (d), when
(3) Such shipments are available for pick-up at one time at one pier.

NOTE 1

Location of Piers	Pick-up Charge
Bayonne, N.J.	56¢ per 100 lbs., minimum $5.50
Brooklyn, N.Y.	53¢ per 100 lbs., minimum $5.00
Hoboken, N.J.	56¢ per 100 lbs., minimum $5.50
Jersey City, N.J.	56¢ per 100 lbs., minimum $5.50
Manhattan Island, N.Y.	50¢ per 100 lbs., minimum $4.50
Port Newark, N.J.	56¢ per 100 lbs., minimum $5.50
Staten Island, N.Y.	65¢ per 100 lbs., minimum $6.00
Weehawken, N.J.	56¢ per 100 lbs., minimum $5.50

(c) Shipments must be routed via the Forwarder to final inland destination, and

(1) On such shipments where duty has been paid, the steamship release must be delivered by the Import Broker to the local office cartage desk and there properly recorded, or
(2) On such shipments moving in Bond, a copy of the United States Customs permit properly executed must be delivered by the Import Broker, shipper, consignee or their agents to the local office cartage desk and there properly recorded, and in either event.
(3) The Forwarder will assume no liability for lodging the United States Customs or steamship papers.
(4) A - On single pieces or packages weighing 12,000 pounds or more, the Forwarder will receive such pieces or packages on lighters or barges at shipside or alongside dock of vessel at no additional charge.
B - When ocean carrier or its agent requests the Forwarder to receive such freight from dock of vessel or from tackle of vessel, a heavy lift charge of six (6) cents per 100 lbs. will be assessed.

(d) Piers at which pick-up will be made as provided in paragraph (a) are as follows:

1. Brooklyn, N.Y.
   All Piers
2. Hoboken, N.J.
   All Piers
3. Jersey City, N.J.
   Pier 9
   Pier D
   Pier F
4. Port Newark, N.J.
   All Piers
5. Staten Island, N.Y.
   All Piers
6. Weehawken, N.J.
   Pier K

4476

3275 Fol. 4446

ITEM NO.	RULES AND REGULATIONS

DELIVERY SERVICE AT NEW YORK HARBOR POINTS FOR LESS CARLOAD SHIPMENTS CONSIGNED FOR EXPORT TO FOREIGN COUNTRIES

Delivery to steamer dock within the limits of New York Harbor defined in Item No. [illegible] (except as provided in Item No. 25) will be accorded single shipments consigned on one bill of lading for export to Foreign Countries (See Item No. 5) subject to the following:

(a) When such shipments weigh 5,000 lbs. or more (See Note 3) and originate at points as provided in paragraph (d), one delivery to one steamer dock will be included in the transportation charges to the Port of New York, subject to other charges in paragraph (c).

(b) When such shipments weigh less than 5,000 lbs. and originate at points provided in paragraph (d), the charge for one delivery to one steamer dock will be as provided below (Subject to Notes 1 and 2) in addition to the transportation charges to the Port of New York:

When Steamer Dock or Pier is located in (See Note 4):	Delivery Charges in Cents Per 100 lbs will be	Minimum Charge in Dollars
Bayonne, N.J.	56	$ 5.50
Brooklyn, N.Y.	53	$ 5.00
Hoboken, N.J.	56	$ 5.50
Jersey City, N.J.	56	$ 5.50
Manhattan Island, N.Y.	50	$ 4.50
Port Newark, N.J.	56	$ 5.50
Staten Island, N.Y.	65	$ 6.00
Weehawken, N.J.	56	$ 5.50

4
35-A
Cancels
35

(c) 1 - On single pieces or packages weighing 12,000 pounds or more the Forwarder will deliver such pieces or packages on lighters or barges at shipside or alongside dock of vessel at no additional charge.

2 - When ocean carrier or its agent requests the Forwarder to deliver such freight to dock of vessel or to tackle of vessel, the rate to be applied on heavy articles will be:

Pieces Over	And Not Over	Rates in Cents Per 100 Pounds
12,000 lbs	20,000 lbs	6
20,000 lbs		Not Taken

(d) When reference is made to this paragraph the points will be those located in the Provinces of British Columbia and the following states:

Arizona	Indiana	Michigan (Lower Peninsula only)	Nebraska	South Dakota
Arkansas	Iowa	Minnesota	North Dakota	Washington
California	Kansas	Missouri	Ohio	Wisconsin
Colorado	Kentucky		Oklahoma	Wyoming
Illinois			Oregon	

Note 1 - When shipment requires the use of a winch truck the rate will be the applicable rate as shown in paragraph (b) plus 7 cents per 100 lbs.

Note 2 - When charges figured at the rates in paragraph (b) exceed $18.13, then $18.13 will be applied as maximum.

Note 3 - The provisions of paragraph (a) of this Item will apply on shipments weighing less than 5,000 pounds when the transportation charges on such shipments are assessed based on a minimum weight of 5,000 pounds or more.

Note 4 - Also includes U.S. Navy Yards, Naval Bases or Army Bases or U.S. Government vessels docked thereat in the locations shown.

UNITED STATES TRUCKING CORPORATION
66 MURRAY STREET, NEW YORK 7, N. Y.
WORTH 2-4900

Exhibit No. (A-5)
I&S Docket 6615
Witness Edward K. Laux

September 1, 1956

CARTAGE SCHEDULE OF RATES AND CONDITIONS

For Pick Up and Delivery of Import and Export Traffic in the New York - New Jersey Metropolitan Area

RATE SCHEDULE

BETWEEN	Manhattan (Below 59th St.)	Manhattan (60th St. to 125th St.)	Brooklyn	Jersey City, Hoboken & Weehawken	Staten Island
Manhattan (Below 59th St.)	1	2	2	2	3
Manhattan (60th St. to 125th St.)	2	1	3	3	4
Brooklyn	2	3	1	3	3
Jersey City, Hoboken and Weehawken	2	3	3	1	4
Staten Island	3	4	3	4	2

RATES

GENERAL COMMODITIES WEIGHING 20 POUNDS OR MORE PER CUBIC FOOT — NOT EXCEEDING 750 POUNDS PER PACKAGE:

ZONE NUMBER	RATES PER RECEIPT				RATES PER 100 POUNDS						
	1 to 200 POUNDS	201 500 POUNDS	501 750 POUNDS	751 1000 POUNDS	1001 2000 POUNDS	2001 5000 POUNDS	5001 10000 POUNDS	10001 15000 POUNDS	15001 20000 POUNDS	20001 30000 POUNDS	Over 30000 POUNDS
1	$3.75	$4.50	$5.00	$5.50	$ .56	$ .47	$ .40	$ .32	$ .28	$ .24	$ .22
2	4.25	5.00	5.50	6.00	.59	.50	.44	.34	.29	.25	.23
3	5.00	5.50	6.00	6.50	.63	.54	.47	.36	.30	.26	.24
4	5.50	6.00	6.50	7.00	.73	.62	.49	.38	.31	.28	.26

GENERAL COMMODITIES WEIGHING LESS THAN 20 POUNDS PER CUBIC FOOT:	RATE PER CUBIC FOOT	MINIMUM Up to 25 Cu. Ft.	MINIMUM Over 25 Cu. Ft.
Zone No. 1	$.05½	$4.50	$5.50
Zone No. 2	.06	5.00	6.00
Zone No. 3	.06½	5.50	6.50
Zone No. 4	.07	6.00	7.00

GENERAL COMMODITIES IN PACKAGES 751 POUNDS AND OVER:

TO RATES PER 100 POUNDS APPLYING ON PACKAGES NOT EXCEEDING 750 POUNDS ADD ..... $.09 per 100 pounds additional, minimum of $8.50

EQUIPMENT FOR SPECIAL DELIVERY — TRUCKS WITH A CARRYING CAPACITY OF:	RATE PER HOUR	MINIMUM HOURS
6,000 pounds	$6.50	4
10,000 pounds	7.50	4
15,000 pounds	8.00	4
30,000 pounds	8.50	4
Tractor & Trailer	9.00	4
Helpers	3.50	4
Windlass Equipment	1.75 Additional Per Hour	

	Manhat	Manhat	Brooklyn	Jersey C	Staten Isl	
Manhattan (Below 59th St.)	1	2	2	2	3	
Manhattan (60th St. to 125th St.)	2	1	3	3	4	
Brooklyn	2	3	1	3	3	
Jersey City, Hoboken and Weehawken	2	3	3	1	4	
Staten Island	3	4	3	4	2	

RATES

GENERAL COMMODITIES WEIGHING 20 POUNDS OR MORE PER CUBIC FOOT — NOT EXCEEDING 750 POUNDS PER PACKAGE:

ZONE NUMBER	RATES PER RECEIPT				RATES PER 100 POUNDS						
	1 to 200 POUNDS	201 500 POUNDS	501 750 POUNDS	751 1000 POUNDS	1001 2000 POUNDS	2001 5000 POUNDS	5001 10000 POUNDS	10001 15000 POUNDS	15001 20000 POUNDS	20001 30000 POUNDS	Over 30000 POUNDS
1	$3.75	$4.50	$5.00	$5.50	$ .56	$ .47	$ .40	$ .32	$ .28	$ .24	$ .22
2	4.25	5.00	5.50	6.00	.59	.50	.44	.34	.29	.25	.23
3	5.00	5.50	6.00	6.50	.63	.54	.47	.36	.30	.26	.24
4	5.50	6.00	6.50	7.00	.73	.62	.49	.38	.31	.28	.26

GENERAL COMMODITIES WEIGHING LESS THAN 20 POUNDS PER CUBIC FOOT:	RATE PER CUBIC FOOT	MINIMUM Up to 25 Cu. Ft.	MINIMUM Over 25 Cu. Ft.
Zone No. 1	$.05½	$4.50	$5.50
Zone No. 2	.06	5.00	6.00
Zone No. 3	.06½	5.50	6.50
Zone No. 4	.07	6.00	7.00

GENERAL COMMODITIES IN PACKAGES 751 POUNDS AND OVER:

TO RATES PER 100 POUNDS APPLYING ON PACKAGES NOT EXCEEDING 750 POUNDS ADD ..... $.09 per 100 pounds additional, minimum of $8.50

EQUIPMENT FOR SPECIAL DELIVERY — TRUCKS WITH A CARRYING CAPACITY OF:	RATE PER HOUR	MINIMUM HOURS
6,000 pounds	$6.50	4
10,000 pounds	7.50	4
15,000 pounds	8.00	4
30,000 pounds	8.50	4
Tractor & Trailer	9.00	4
Helpers	3.50	4
Windlass Equipment	1.75 Additional Per Hour	

NOTES

No. 1

All quotations include ferriages, tolls and loading charges, up to $.05½ per 100 pounds, except when special trucks are furnished for special deliveries on an hourly basis.

No. 2

Special delivery orders on an hourly basis will be invoiced in accordance with rates published herein, — time starting and finishing at garage.

No. 3

When services are specifically requested for deliveries or pick-ups after regular working hours, or on Saturdays, Sundays and Holidays, regular rates shall apply plus extra wages paid employees and fifteen (15) percent thereof for Social Security, Compensation and Unemployment insurances. Minimum work four hours on Saturdays and eight hours on Sundays and Holidays.

No. 4

When trucks are delayed beyond our control, at any point of delivery or pick-up, detention time shall be charged for all delay beyond one hour free time for loading or unloading equipment with a carrying capacity up to 10,000 pounds and two hours for equipment with a carrying capacity of more than 10,000 pounds—at rates of $6.50 per hour for smaller equipment and $7.50 per hour for larger equipment.

UNITED STATES TRUCKING CORPORATION

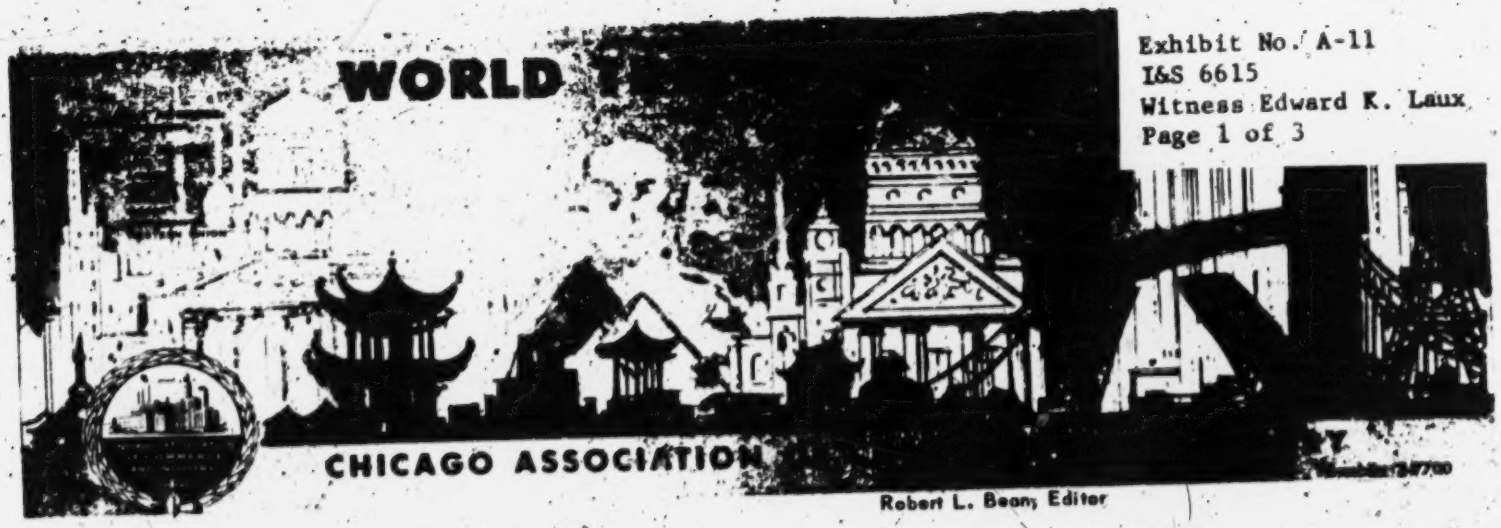

Exhibit No. A-11
I&S 6615
Witness Edward K. Laux
Page 1 of 3

W.T.B. No. 479
April 15, 1958

CHICAGO-OVERSEAS STEAMSHIP SERVICES -- 1958 NAVIGATION SEASON

Steamship Services	Agents	Overseas Ports of Call
AHLMANN TRANSCARIBBEAN LINE MICHIGAN OCEAN LINE Joint Schedule	Midwest Steamship Agency, Inc., 327 S. La Salle St. (4), HArrison 7-4024	Curaçao, LaGuaira, Puerto Cabello, Maracaibo, Baranquilla
BRISTOL CITY LINE	James W. Elwell & Co., Inc., 327 S. La Salle St. (4), HArrison 7-4891	Avonmouth, Glasgow, Liverpool
ELLERMAN GREAT LAKES LINE	Norton, Lilly & Co. 208 S. La Salle St. (4), STate 2-9781	Lisbon, Tangier, Algiers, Tunis, Seville, Barcelona, Marseilles, Leghorn, Genoa, Naples
FABRE LINE	James W. Elwell & Co., Inc., 327 S. La Salle St. (4), HArrison 7-4891	Lisbon, Tangier, Algiers, Tunis, Seville, Barcelona, Marseilles, Leghorn, Genoa, Naples
FINLAKE LINE	James W. Elwell & Co., Inc., 327 S. La Salle St. (4), HArrison 7-4891	Gothenburg, Stockholm, Copenhagen, Malmo, Kotka, Karlshamn, Hango, Helsinki
FJELL LINE	Great Lakes Overseas, Inc., Prudential Plaza (1), RAndolph 6-7033	Copenhagen, Oslo, Stavanger, Bergen
FJELL LINE ORANJE LINE Joint Service	Great Lakes Overseas, Inc., Prudential Plaza (1), RAndolph 6-7033	Le Havre, Antwerp, Rotterdam, Hamburg, London, Glasgow
FRENCH LINE	Furness, Withy & Co., Ltd. 110 S. Dearborn St. (3), CEntral 6-5800	Bordeaux, Le Havre, Antwerp, Rotterdam, Hamburg, Bremen, Rouen, Dunkirk, St. Nazaire

(OVER)

4449

Vol. 4449

Steamship Services	Agents	Overseas Ports of Call
FURNESS GREAT LAKES LINE	Furness, Withy & Co., Ltd., 110 S. Dearborn St. (3), CEntral 6-5800	London
(HAMBURG AMERICAN LINE (NORTH GERMAN LLOYD (AHRENKIEL & BENE HAMBURG CHICAGO LINE Joint Service	Kuecker SS Services, Inc., 6 N. Michigan Ave. (2), RAndolph 6-0168 Midwest Steamship Agency, Inc., 327 S. La Salle St. (4), HArrison 7-4024	Antwerp, Rotterdam, Bremen, Hamburg, Le Havre
HEAD LINE	James W. Elwell & Co., Inc., 327 S. La Salle St. (4), HArrison 7-4891	Dublin, Belfast, Liverpool
LIVERPOOL LINERS	Great Lakes Overseas, Inc., Prudential Plaza (1), RAndolph 6-7033	Liverpool
MANCHESTER LINERS	Furness, Withy & Co., Ltd., 110 S. Dearborn St. (3), CEntral 6-5800	Manchester, Liverpool
MONTSHIP-CAPO LINE	Phelps Agency, Inc., 333 N. Michigan Ave. (1), FRanklin 2-1333	Casablanca, Algiers, Tunis, Naples, Leghorn, Marseilles, Lisbon
NIAGARA LINE	Great Lakes Overseas, Inc., Prudential Plaza (1), RAndolph 6-7033	Casablanca, Algiers, Tunis Naples, Leghorn, Marseilles, Lisbon
POSEIDON LINES	James W. Elwell & Co., Inc., 327 S. La Salle St. (4), HArrison 7-4891	Antwerp, Rotterdam, Hamburg, Bremen
SWEDISH AMERICAN LINE	Furness, Withy & Co., Ltd., 110 S. Dearborn St. (3), CEntral 6-5800	Gothenburg, Copenhagen, Malmo, Stockholm, Helsinki
SWEDISH AMERICAN LINE Alternating Service with FRENCH LINE	Furness, Withy & Co., Ltd., 110 S. Dearborn St. (3), CEntral 6-5800	Le Havre, Rouen, Antwerp, Rotterdam, Hamburg, Bremen
SWEDISH CHICAGO LINE	Great Lakes Overseas, Inc., Prudential Plaza (1), RAndolph 6-7033	Copenhagen, Gothenburg, Stockholm, Malmo, Helsinki Liverpool, Manchester
WALLENIUS LINE	Kerr Steamship Co., Inc., 208 S. La Salle St. (4), CEntral 6-4592	Stockholm, Gothenburg, Malmo, Helsinki, Rotterdam, Hamburg
ZIM ISRAEL AMERICA LINE	Midwest Steamship Agency, Inc., 327 S. La Salle St. (4), HArrison 7-4024	Barcelona, Genoa, Piraeus, Izmir, Haifa, Tel Aviv

(OVER)

JJ51

[Vol. 4450] 3576

NEW STEAMSHIP LINES BRING TOTAL IN CHICAGO-OVERSEAS SERVICE TO 24

Four new names are among the foreign flag lines on the listing of Chicago-overseas Steamship Services for the 1958 Navigation Season that is published on pages 1 and 2 of this edition of the World Trade Bulletin. They are the Bristol City Line, Liverpool Liners, Michigan Ocean Line and Zim Israel America Line. The new companies bring to 24 the number of lines, offering a total of 20 services, in the Chicago-overseas trade. A reasonable number of copies of the listing are available, without charge, upon request.

Bristol City Line's direct service between Chicago and other U.S. and Canadian Great Lakes ports will be inaugurated with the arrival later this month of the chartered M.V. Korbach which sailed from Avonmouth docks on April 2. James W. Elwell & Co., Inc. are agents at Chicago, Milwaukee and Cleveland for the line, which is owned by Chas. Hill & Sons, Inc. of Bristol, England. After completion of the St. Lawrence Seaway project, the Bristol City Line will use its own ships of 8,500 tons dw. in the Great Lakes service.

Liverpool Liners, Ltd., established by Sivewright, Bacon & Co., Ltd., Liverpool, will provide a monthly service between Chicago and other Great Lakes ports, Montreal and Liverpool. Great Lakes Overseas, Inc. are General Agents in North America for the new service. First vessel of the service to reach Chicago will be the M.S. Lingestrom, which sailed from Liverpool March 28.

Michigan Ocean Line, Sartori & Berger, Managers, has joined the Ahlmann Transcaribbean Line, Transamerican Steamship Corporation, Operating Managers, in the service between Great Lakes ports and South American and Caribbean ports provided by the latter for the past several years. Midwest Steamship Agency, Inc. of Chicago, North American General Agents, has announced that sailings will be about every ten days.

Zim Israel America Line, which entered the Great Lakes service on a limited basis last year, is establishing a monthly cargo service. Barcelona, Genoa, Piraeus, Izmir, Haifa and Tel Aviv are regular ports of call, with others added as cargo offers.

Continuing its support of increased Chicago-overseas steamship service, our Association will again present an award to the first vessel to arrive here from an overseas port in this navigation season. Fjell-Oranje Lines' ships have won the annual race for the past several years. The first vessel is expected to reach Chicago on or shortly after April 22.

[fol. 4451]

4450

[fol. 4452]

I.C.C. EXHIBIT No. 108

This statement is verified. Unless written request for cross-examination is received by affiant or his attorney not later than ten days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Before The

INTERSTATE COMMERCE COMMISSION

I. & S. DOCKET NO. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

VERIFIED STATEMENT OF R. L. KEEFE

My name is R. L. Keefe. My home address is 9 Franklin Avenue, Yonkers, New York. Prior to my retirement on January 31, 1957, I was Manager of the Rate Bureau in the office of A. E. Baylis, Vice President—Freight Sales and Service, New York Central Railroad Company. During the last 25 years of my service in the office of Mr. Baylis and his predecessors, my work consisted largely of the preparation and analysis of rate proposals for consideration by the Eastern Traffic Executives and subordinate committees.

Since my retirement, I have been retained as consultant in this proceeding. I am familiar with the traffic aspects of this case. Under the general direction of Mr. A. J. Crookshank, Director of Rates, New York Central Railroad Company, I participated in gathering the data and [fol. 4453] statistics underlying Exhibit No. 2 in this proceeding and exhibits AJC-1 through AJC-15 in connection therewith.

I have caused to be prepared four exhibits on the basis of Witness Heywood's "representative" movements of traffic moving through the ports of Baltimore and New York. These exhibits are designed to illustrate the revenue per ton accruing on the actual traffic moving through the respective ports. A separate exhibit was made for import and export traffic through each of the two ports. The format is the same for each exhibit, and they may be described as follows.

The commodities listed and the total tons are taken from Witness Mollman's Exhibit 51 (MLM-5) and represent all of the traffic moving through the respective ports. In other words, all of the traffic moving through Baltimore is shown in Exhibits No. —— (RLK-1) and No. —— (RLK-2), and, similarly, all of the traffic moving through New York is shown in Exhibits No. —— (RLK-3) and No. —— (RLK-4).

Under the heading "Statistical Distribution" is a subdivision of the total tonnage shown under "Total Tons". The total tonnage for each commodity is divided among the origins or destinations, as the case may be, as equally as possible.

In the columns headed "Destination" or "Origin" where no movement is shown, no representative movements were used in Witness Heywood's Exhibit 50 (JLH-1–JLH-6).

[fol. 4454] The rates used are, in all instances, the Baltimore rates adjusted to reflect the Ex Parte 212 increases which became effective February 15, 1958.

The exhibits show that the consist of traffic through the port of Baltimore produces an average revenue per ton of *$8.12* ~~$8.67~~ per ton on import traffic, compared with the average revenue per ton of *$19.20* ~~$19.24~~ per ton for the higher rated import traffic through the port of New York. Similarly, on export business through the port of Baltimore, the consist of traffic produces an average revenue per ton of *$9.38* ~~$9.40~~ per ton compared with *$18.00* ~~$18.01~~ per ton on export traffic through the port of New York.

Italics indicate handwritten material.

As will be observed, the tonnage of traffic shown as moving to or from the "representative" origins or destinations is 96.8% or better of all of the tonnage moving through the respective ports.

Using Docket 29300 base points in the states of New York, Pennsylvania, West Virginia, Ohio, Indiana, Michigan, and Illinois, distances of 671 miles to Baltimore and 777 miles to New York were developed.

Use of these average distances produces the following average revenues per ton-mile for the respective ports:

	Baltimore		New York	
	Rate Per Ton	Rev. Per Ton-Mile	Rate Per Ton	Rev. Per Ton-Mile
Import	*$8.12* ~~$8.67~~	*1.21¢* ~~1.29¢~~	*$19.20* ~~$19.21~~	*2.47¢* ~~2.48¢~~
Export	*$9.38* ~~$9.40~~	1.40¢	*$18.00* ~~$18.01~~	2.32¢

[fol. 4455] For my own information and ready reference, I compiled a composite statement of the various traffic studies in this proceeding which shows the total volume of import and export rail tonnages moving to and from so-called differential territory through each of four ports where equalized rates are sought to be established, namely, Portland, Maine; Boston, Massachusetts; Albany and New York, New York; and the three ports south thereof, namely, Philadelphia, Pennsylvania; Baltimore, Maryland; and Hampton Roads, Virginia. The traffic is that which moved during the study period August 1, 1955 through July 31, 1956.

For the convenience of the Commission and the parties to this proceeding, the statistics have been reproduced as Exhibit —— (RLK-5) covering imports, and Exhibit —— (RLK-6) covering exports.

Without understanding their value or pertinence in this proceeding, I should like to correct certain figures of record: I refer to Witness Mollman's Exhibit 51, (MLM-3), particularly pages 11 and 12 thereof, and to his testimony, pages 36 to 41 inclusive. On page 12 of MLM-3, Witness Mollman attempts to estimate the export tonnage moving

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Italics indicate handwritten material.

through the port of New York in connection with all lines serving that port. For this purpose, Witness Mollman used as a base the total cars unloaded at the port of New York, taken from AAR Report PT-6A, against which he applied average tons per car of 27.85 tons on traffic other than coal, [fol. 4456] coke, and grain, and 52.51 tons per car on grain. By this method tonnages of 2,583,616 for all commodities, and 409,840 for grain were developed from territories other than differential territory via DL&W, Erie, Lehigh Valley, New York Central, and New Haven Railroads. The correct figures on this traffic for the railroads mentioned, as developed in the traffic study for the period August 1, 1955 through July 31, 1956, are 1,666,314 tons for all commodities, and 303,275 tons for grain.

In this connection, it might be pointed out that the lines serving the ports of New York and south, namely, B&O, PRR, Western Maryland, C&O, N&W and Virginian Railways, have omitted all reference to their most important moving commodities from a tonnage standpoint, namely import tonnage on iron ore and export tonnage on coal.

Witness Crookshank's Exhibit 2 (AJC-4) shows that there were imported through the ports of Philadelphia, Baltimore, and Hampton Roads for the year 1955 a total of 16,530,810 tons of iron ore and concentrates, compared with the corresponding figures through the ports of New York and north thereof of 194,208 tons.

Witness Crookshank's Exhibit 2 (AJC-6), shows export tonnage of coal through the ports of Philadelphia, Baltimore, and Hampton Roads for the year 1955 of 34,016,026 tons, compared with the tonnage handled through the four ports New York and north of 11,546 tons.

[fol. 4457] My final Exhibit No. —— (RLK-7) is a summary of the import/export traffic moving in connection with the DL&W, Erie, Lehigh Valley, and New York Central Railroads during the period of the traffic study, August 1, 1955, through July 31, 1956. The "Average Docket 28300 Miles" represent the average Docket 28300 mileages from each of the base points in the states as shown. The mileage shown under "Total" reflects the weighted average haul based on the distribution of tonnage. The revenue shown

under the heading "Revenue as Assessed" reflects the average rates assessed during the period of the traffic study, while the "Revenue under Present Rates Incl. X 206 A" was arrived at under the formula as shown in Note 1 of the exhibit.

The primary purpose of this exhibit is to show the amount of average revenue per car earned by the import and export cars moving during the traffic study year. Over-all, such cars earned $374.18 on the basis of revenue as assessed. By comparison and for the calendar year 1956, the average revenue per car for all cars originated in the United States was $272.51. This was computed from the total originated carloads and total gross revenue shown in Table 50, p. 33, Part I of Transport Statistics in the U. S. for the year ended December 31, 1956. It will be noted that the revenue per car from the traffic study exceeds the United States average by over $100 and, for this reason, it is evi- [fol. 4458] dent that the higher earnings of the import/export traffic indicate a greater degree of compensatory effect from these revenues than is found generally. While it is true that there are differences in such things as the average haul,[1] average load per car,[2] traffic mix, it is nonetheless a fact that each of these average cars regardless of length of line-haul movement still must have two terminal operations. For this reason, the difference of over $100 in the average revenue in favor of the import/export traffic may be presumed to be quite adequate to cover whatever variations of hauls, loads, or other traffic considerations that may be found.

The corresponding figure to the average revenue per carload of $272.51 for the United States is 1.384 cents, average revenue per ton mile, from the same source as the average miles per ton shown in footnote 1.

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[1] 428.09 miles per ton originated—average haul of all classes of railroads as a system. Source: Table 83, p. 61 of Part I of Transport Statistics in the U. S. for the year ended December 31, 1956.

[2] 43.1 tons per car originated. Source: Table 50, p. 33, Part I of Transport Statistics in the U. S. for the year ended December 31, 1956.

[fol. 4459]

VERIFICATION

County of New York)
) ss.
State of New York.)

R. L. Keefe, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

R. L. Keefe

Subscribed in my presence and sworn to
before me by the affiant above named
this 22nd day of May 1958

Frederick B. Overbaugh, Jr.
Notary Public, State of New York
Qualified in Westchester County
No. 60-2988550
Certificate filed in New York County
Commission Expires March 30, 1959

Exhibit No. _____ (RLK-1)

Affiant: R. L. Keefe

DD 2-4-7-8

Before The

INTERSTATE COMMERCE COMMISSION

I & S DOCKET NO. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

REVENUES FOR REPRESENTATIVE MOVEMENTS OF IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY VIA PORT OF BALTIMORE MOVING DURING THE PERIOD AUGUST 1, 1955, THROUGH JULY 31, 1956

4460

May 1958

466 Lexington Avenue
New York 17, N. Y.

REVENUES FOR REPRESENTATIVE MOVEMENTS OF IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY VIA PORT OF BALTIMORE

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination		Freight Revenues			
Group No.	Description						Rate	Rate Per Ton	Sub-Total	Total
11	Rice		83		1/					
19	Flour, edible, NOS	Box	205	102	Cleveland, O.	2/	.93	18.60	1,897.20	
		Box		103	Parkersburg, W. Va.		.82	16.40	1,689.20	3,586.40
29	Tobacco, Unmanufactured		314		1/					
31	Tobacco, Siftings, Sweeping & Waste		985		1/					
33	Cotton in Bales		32		1/					
35	Cotton, Linters	Box	2,704	901	Flint, Mich.		.79	15.80	14,235.80	
		Box		901	Chicago, Ill.		.89	17.80	16,037.80	
		Box		902	St. Louis, Mo.		.94	18.80	16,957.60	47,231.20
51	Bananas, Fresh	Refgr.	62,664	12,532	Detroit, Mich.	2/	1.54	30.80	385,985.60	
		Refgr.		12,533	Columbus, O.		1.54	30.80	386,016.40	
		Refgr.		12,533	Pittsburgh, Pa.		1.34	26.80	335,884.40	
		Refgr.		12,533	Indianapolis, Ind.		1.65	33.00	413,589.00	
		Refgr.		12,533	Huntington, W. Va.		1.54	30.80	386,016.40	1,907,491.80
61	Oranges and Grapefruit		90		1/					
75	Coffee	Box	1,854	1,854	Cincinnati, Ohio		.84	16.80	31,147.20	31,147.20
85	Potatoes, other than sweet		110		1/					
89	Vegetables, fresh, NOS, not frozen		95		1/					
91	Beans and Peas, Dried	Box	111	55	Austin, Ind.	2/	.87	17.40	957.00	
		Box		56	Chicago, Ill.		.95	19.00	1,064.00	2,021.00
103	Malt, NOS		17		1/					
107	Seeds, NOS		28							
	Anmuto	Box		4	Madison, Wisc.	2/	1.50	30.00	120.00	
	Mustard	Box		5	Terre Haute, Ind.		1.18	23.60	118.00	
	Grass	Box		4	Columbus, O.		.94	18.80	75.20	
	"	Box		5	Louisville, Ky.		1.12	22.40	112.00	
	Canary	Box		5	Chicago, Ill.		1.31	26.20	131.00	
	"	Box		5	Milwaukee, Wisc.		1.40	28.00	140.00	696.20
199	Prod. of Agr: Coconut	Box	3,514	3,514	Chicago, Ill.		.99	19.80	69,577.20	69,577.20

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity							Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Destination		Rate	Rate Per Ton	Sub-Total	Total
217	Meats, Cooked, Cured, Dried and Smoked		83							
	Meats Canned, NOIBN	Box		20	Chicago, Ill.	2/	.89	17.80	356.00	
	" " "	Box		21	Cleveland, O.		.64	12.80	268.80	
	" " "	Box		21	Detroit, Mich.		.71	14.20	298.20	
	" " "	Box		21	Grand Rapids, Mich.		.83	16.60	348.60	1,271.60
225	Poultry, Dressed and Frozen		20		1/					
237	Wool and Mohair, NOS		6		1/					
239	Hides, Skins and Pelts, NOS		125							
	Wet Salted Calf Skins	Box		41	Girard, O.	2/	.78	15.20	623.20	
	Green Salted Hides	Box		42	Rockford, Mich.		1.07	21.40	898.80	
	" " "	Box		42	Chicago, Ill.		1.12	22.40	940.80	2,462.80
299	Animals and Products, NOS		1,997							
	Casein	Box		665	Hamilton, O.	2/	.94	18.80	12,502.00	
	"	Box		666	Milwaukee, Wisc.		1.42	28.40	18,914.40	
	Animal Hair	Box		666	Chicago, Ill.		1.39	27.80	18,514.80	49,931.20
307	Coke		601		1/					
317	Zinc Ore and Concentrates	Gond.	66,058	66,058	Josephtown, Pa.	2/	5.31 4/	5.31	350,767.98	350,767.98
319	Ores and Concentrates, NOS		1,283,888							
	Chrome Ore	Gond.		213,981	Marietta, Ohio	2/	6.36 4/	~~6.36~~ 5.48	~~1,360,919.16~~ 1,215,412.08	
	" "	Gond.		213,982	Relief, O.		6.52 4/	~~6.52~~ 5.62	~~1,395,162.64~~ 1,245,375.24	
	" "	Gond.		213,981	Graham, W. Va.		5.96 4/	~~5.96~~ 5.32	~~1,275,326.76~~ 1,138,378.92	
	Manganese Ore	Gond.		213,982	Marietta, O.		6.36 4/	~~6.36~~ 5.68	~~1,360,925.52~~ 1,215,417.76	
	" "	Gond.		213,981	Philo, O.		6.70 4/	~~6.70~~ 5.98	~~1,433,672.70~~ 1,279,600.38	
	" "	Gond.		213,981	Sou. Duquesne, Pa.		5.96 4/	~~5.96~~ 5.32	~~1,275,326.76~~ 1,138,378.92	~~8,201,733.94~~ 7,232,569.30
323	Clay, Ball or China	Box	34	11	New Castle, Pa.		.48	9.60	105.60	
		Box		11	Barberton, O.		.56	11.20	123.20	
		Box		12	Robinson, Ill.		.76	15.20	182.40	411.20
333	Stone, Rough, NOS		186							
	Marble and Stone, Rough	Flat		23	Chicago, Ill.	2/	.89	17.80	409.40	
	Quarried	Flat		24	Lexington, Ky.		.82	16.40	393.60	
	"	Flat		23	Dayton, O.		.74	14.80	340.40	
	"	Flat		24	Green Bay, Wisc.		.95	19.00	456.00	
	"	Gond.		23	Chicago, Ill.		.89	17.80	409.40	
	"	Gond.		23	Lexington, Ky.		.82	16.40	377.20	
	"	Gond.		23	Dayton, O.		.74	14.80	340.40	
	"	Gond.		23	Green Bay, Wisc.		.95	19.00	437.00	3,163.40

4462

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
339	Asphalt	Box	1,097	365	Napoleon, O. 2/	.60	12.00	4,380.00	
		Box		366	Rosston, Ind.	.67	13.40	4,904.40	
		Box		366	Toledo, O.	.60	12.00	4,392.00	13,676.40
399	Prod. of Mines (Talc.)	Box	3,873	1,291	Crooksville, O.	.57½	11.50	14,846.50	
		Box		1,291	New Castle, Pa.	.55½	11.10	14,330.10	
		Box		1,291	Sebring, O.	.57½	11.50	14,846.50	44,023.10
411	Lumber, Shingles and Lath		620		1/				
415	Plywood	Box	1,622	811	Warsaw, Ind.	.97	19.40	15,733.40	
		Box		811	Rockford, Ill.	1.09	21.80	17,679.80	33,413.20
499	Prod. of Forests (Cork Waste)	Box	1,853	1,853	Beaver Falls, Pa.	.81	16.20	30,018.60	30,018.60
523	Rubber - Crude	Box	38,533	38,533	Akron, O.	.89	17.80	685,887.40	685,887.40
527	Chemicals, NOS		300		1/				
531	Acids, NOS		237		1/				
533	Sodium (Soda) Products		1,066		1/				
539	Fertilizers, NOS		4,740						
	Bone Meal	Box		948	Troy, O. 2/	.65	13.00	12,324.00	
	Peat Moss	Box		948	10/ Charleston, W. Va.	.59	11.80	11,186.40	
	" "	Box		948	10/ Etna, Pa.	.53	10.60	10,048.80	
	" "	Box		948	10/ Columbus, O.	.60	12.00	11,376.00	
	" "	Box		948	10/ Weston, Ill.	.77	15.40	14,599.20	59,534.40
545	Tanning Material (Divi Pods)	Box	6,757	2,252	Boyne City, Mich.	1.12	22.40	50,444.80	
		Box		2,252	Columbus, Ind.	1.00	20.00	45,040.00	
		Box		2,253	Chicago, Ill.	1.15	23.00	51,819.00	147,303.80
547	Paint, Paint Material, Putty, and Varnish		195		1/				
551	Cellulose Articles, NOS		28		1/				
555	Aluminum, Bar, Ingot, Pig Slab	Box	3,610	3,610	Cleveland, O.	.98	19.60	70,756.00	70,756.00
559	Copper Bars, Ingots	Box	3/		Indianapolis, Ind.	.98	19.60		
		Box			Cleveland, O.	.63	12.60	4463	

I&S Docket No. 6615
Exhibit No. _____(RLK-1)
Page 4

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination		Freight Revenues			
Group No.	Description						Rate	Rate Per Ton	Sub-Total	Total
561	Copper, Brass & Bronze, NOS		60							
	Copper Cable	Box		15	Pittsburgh, Pa.	2/	.98	19.60	294.00	
	" "	Box		15	Chicago, Ill.		1.43	28.60	429.00	
	Copper Cathodes	Box		15	Indianapolis, Ind.		.98	19.60	294.00	
	Brass Tubing	Box		15	Grand Haven, Mich.		1.39	27.80	417.00	1,434.00
563	Lead and Zinc: Bar, Ingot & Pig		5,161							
	Zinc Slabs	Box		1,290	Cleveland, O.	2/	.58	11.60	14,964.00	
	" "	Box		1,290	Pittsburgh, Pa.		.49	9.80	12,642.00	
	" "	Box		1,290	Detroit, Mich.		.68	13.60	17,544.00	
	" "	Box		1,291	Wardwell, O.		.63	12.60	16,266.60	61,416.60
569	Alloys for Steel Manufacture		21,671							
	Silica - Manganese	Box		4,334	Midland, Mich.	2/	18.40 4/	~~18.40~~ 16.43	~~79,745.60~~ 71,207.62	
	" "	Box		4,334	Wheeling, W. Va.		13.12 4/	~~13.12~~ 11.71	~~56,862.08~~ 50,751.34	
	" "	Box		4,334	E. Chicago, Ind.		20.00 4/	~~20.00~~ 17.86	~~86,680.00~~ 77,405.24	
	Ferro Titanium	Box		4,334	Duquesne, Pa.		.86	~~17.20~~ 17.20	~~74,544.80~~ 74,544.80	
	Ferro Chrome	Box		4,335	Brackenridge, Pa.		.86	~~17.20~~ 17.20	~~74,562.00~~ 74,562.00	~~373,394.48~~ 348,470.80
571	Metal Alloys - Tin	Box	3,519	3,519	Weirton, W. Va.		.94	18.80	66,157.20	66,157.20
577	Iron and Steel, Bar, Rod & Slab		73		1/					
581	Iron and Steel Nails and Wire		3,291							
	Wire, Iron and Steel	Box		548	Indianapolis, Ind.	2/	1.05	21.00	11,508.00	
	" " " "	Box		549	Chicago, Ill.		1.09	21.80	11,968.20	
	" " " "	Box		548	Springfield, Ill.		1.17	23.40	12,823.20	
	" " " "	Box		549	Washington, Ind.		1.08	21.60	11,858.40	
	" " " "	Box		548	Wooster, O.		.86	17.20	9,425.60	
	" " " "	Box		549	Grand Rapids, Mich.		1.08	21.60	11,858.40	69,441.80
583	Manufactured Iron and Steel	Cond.	12,502	2,083	Canton, O.		.84	16.80	34,994.40	
	" " " "	Box		2,084	Canton, O.		.84	16.80	35,011.20	
	" " " "	Cond.		2,083	Detroit, Mich.		1.00	20.00	41,660.00	
	" " " "	Box		2,084	Detroit, Mich.		1.00	20.00	41,680.00	
	" " " "	Cond.		2,084	Chicago, Ill.		1.09	21.80	45,431.20	
	" " " "	Box		2,084	Chicago, Ill.		1.09	21.80	45,431.20	244,208.00
587	Iron and Steel Pipe and Fittings, NOS		583		1/					
593	Agricultural Implements, Parts, NOS		5		1/					

4464

I&S Docket No. 6615
Exhibit No. (RLK-1)
Page 5

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination		Freight Revenues			
Group No.	Description						Rate	Rate Per Ton	Sub-Total	Total
595	Machinery and Machines, NOS		342							
	Printing Press	Box		34	Milwaukee, Wisc.	2/	1.61	32.20	1,094.80	
	" "	Box		35	Chicago, Ill.		1.58	31.60	1,106.00	
	Machinery or Machines, NOIBN	Box		34	Oakley, O.		1.30	26.00	884.00	
	" " " "	Box		35	Dearborn, Mich.		1.33	26.60	931.00	
	" " " "	Box		34	McKees Rocks, Pa.		1.00	20.00	680.00	
	" " " "	Box		34	St. Louis, Mo.		1.69	33.80	1,149.20	
	" " " "	Gond.		34	Oakley, O.		1.30	26.00	884.00	
	" " " "	Gond.		34	Whiting, Ind.		1.58	31.60	1,074.40	
	" " " "	Gond.		34	McKees Rocks, Pa.		1.00	20.00	680.00	
	" " " "	Gond.		34	St. Louis, Mo.		1.69	33.80	1,149.20	9,632.60
597	Machinery Parts		44		1/					
609	Rails and Railway Track Material, Iron or Steel		206		1/					
611	Vehicles, other than motor		258		1/					
633	Cement, Natural or Portland	Box	478	119	Oak Hill, O.	2/	.65	13.00	1,547.00	
		Box		120	Detroit, Mich.		.67	13.40	1,608.00	
		Box		119	Dayton, O.		.67	13.40	1,594.60	
		Box		120	Plainfield, Ind.		.78	15.60	1,872.00	6,621.60
639	Brick, NOS and Building Tile		1,031							
	Tile, Floor Composition	Box		257	Columbus, O.	2/	.87	17.40	4,471.80	
	Tile, Clay Glazed	Box		258	Cleveland, O.		.59	11.80	3,044.40	
	" " "	Box		258	Detroit, Mich.		.66	13.20	3,405.60	
	" " "	Box		258	Indianapolis, Ind.		.73	14.60	3,766.80	14,688.60
641	Refractories		245		1/					
653	Woodpulp	Box	15,487	7,743	Chagrin Falls, O.		.61	12.20	94,464.60	
		Box		7,744	Middletown, O.		.74	14.80	114,611.20	209,075.80
655	Scrap Paper and Rags		180							
	Scrap Bagging	Box		45	St. Louis, Mo.	2/	.90	18.00	810.00	
	" "	Box		45	Herrin, Ill.		.87	17.40	783.00	
	" "	Box		45	Warsaw, Ind.		.77	15.40	693.00	
	" "	Box		45	Defiance, O.		.74	14.80	666.00	2,952.00

I&S Docket No. 6615
Exhibit No. _____ (RLK-1)
Page 6

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination		Freight Revenues			
Group No.	Description						Rate	Rate Per Ton	Sub-Total	Total
657	Newsprint Paper	Box	18,596	3,719	Cincinnati, O.		.80	16.00	59,504.00	
		Box		3,719	Cleveland, O.		.72	14.40	53,553.60	
		Box		3,719	Toledo, O.		.81	16.20	60,247.80	
		Box		3,719	Milwaukee, Wisc.		1.00	20.00	74,380.00	
		Box		3,720	Pittsburgh, Pa.		.62	12.40	46,128.00	293,813.40
661	Wrapping Paper		512		1/					
669	Paperboard, Fibreboard and Pulpboard		1,515							
	Fibreboard	Box		379	Chicago, Ill.	2/	.98	19.60	7,428.40	
	"	Box		379	Detroit, Mich.		.81	16.20	6,139.80	
	"	Box		379	Sharpsburg, Pa.		.62	12.40	4,699.60	
	"	Box		378	Newark, O.		.72	14.40	5,443.20	23,711.00
671	Wallboard	Box	2,499	625	Dayton, O.		.78	15.60	9,750.00	
		Box		625	Cleveland, O.		.72	14.40	9,000.00	
		Box		625	Massillon, O.		.66	13.20	8,250.00	
		Box		624	Chicago, Ill.		.98	19.60	12,230.40	39,230.40
675	Insulating Material, NOS		392		1/					
691	Hardware, NOS		97		1/					
693	Glass		11,624							
	Glass, Plate	Box		1,453	6/ Youngstown, O.	2/	1.33	26.60	38,649.80	
	" "	Box		1,453	7/ Youngstown, O.		1.43	28.60	41,555.80	
	" "	Box		1,453	6/ Toledo, O.		1.68	33.60	48,820.80	
	" "	Box		1,453	7/ Toledo, O.		1.85	37.00	53,761.00	
	" "	Gond.		1,453	6/ Youngstown, O.		1.33	26.60	38,649.80	
	" "	Gond.		1,453	7/ Youngstown, O.		1.43	28.60	41,555.80	
	" "	Gond.		1,453	6/ Toledo, O.		1.68	33.60	48,820.80	
	" "	Gond.		1,453	7/ Toledo, O.		1.85	37.00	53,761.00	365,574.80
695	Glassware, NOS		51		1/					
701	Chinaware, Crockery and Earthenware		81		1/					
713	Floor Covering		43		1/					
715	Furniture, NOS		36		1/					
719	Tools and Parts, NOS		28		1/					

4466

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
V½A
PORT OF BALTIMORE

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination		Freight Revenues			
Group No.	Description						Rate	Rate Per Ton	Sub-Total	Total
721	Abrasives, Not Crude		398							
	Powdered Iron	Box		99	Dayton, O.	2/	1.11	22.20	2,197.80	
	" "	Box		100	Cleveland, O.		1.00	20.00	2,000.00	
	" "	Box		99	Detroit, Mich.		1.16	23.20	2,296.80	
	" "	Box		100	Salem, Ind.		1.30	26.00	2,600.00	9,094.60
723	Burlap Bagging	Box	199	99	Indianapolis, Ind.		.98	19.60	1,940.40	
		Box		100	Pittsburgh, Pa.		.88	17.60	1,760.00	3,700.40
729	Cotton Factory Products		62		1/					
735	Rope Cordage		247							
	(Baler and Binder Twine)	Box		49	Cleveland, O.		.78	15.60	764.40	
	" " " "	Box		50	Detroit, Mich.		.87	17.40	870.00	
	" " " "	Box		49	Pittsburgh, Pa.		.66	13.20	646.80	
	" " " "	Box		50	Dayton, O.		.86	17.20	860.00	
	" " " "	Box		49	Madison, Wisc.		1.15	23.00	1,127.00	4,268.20
743	Games and Toys		23		1/					
745	Liquors, Algoholic, NOS		90							
	Whiskey - Scotch	Box		15 14	8/ Chicago, Ill.	2/	1.57	31.40	~~471.00~~ 439.60	
	" "	Box		15 16	9/ Chicago, Ill.		1.25	25.00	~~375.00~~ 400.00	
	" "	Box		~~15~~ 14	8/ Cleveland, O.		1.08	21.60	~~324.00~~ 302.40	
	" "	Box		~~15~~ 16	9/ Cleveland, O.		.87	17.40	~~261.00~~ 278.40	
	Rum	Box		~~15~~ 14	8/ Toledo, O.		1.33	26.60	~~399.00~~ 372.40	
	"	Box		~~15~~ 16	9/ Toledo, O.		1.06	21.20	~~318.00~~ 339.20	~~2,148.00~~ 2,132.00
747	Wine		164		1/					
749	Liquors, Malt		1,034							
	Beer	Refgr.		1,034	Chicago, Ill.	2/	.87	17.40	17,991.60	17,991.60
757	Molasses, Residual		5,066		1/					
759	Sugar	Box	29,830	7,457	Pittsburgh, Pa.		.49	9.80	73,078.60	
		Box		7,458	Cleveland, O.		.75	15.00	111,870.00	
		Box		7,457	Columbus, O.		.79	15.80	117,820.60	
		Box		7,458	Detroit, Mich.		.79	15.80	117,836.40	420,605.60
763	Food Preparations (Unfrozen)	Box	13,821	3,455	Cincinnati, O.		.76	15.20	52,516.00	
		Box		3,455	Cleveland, O.		.67	13.40	46,297.00	
		Box		3,455	Chicago, Ill.		.94	18.80	64,954.00	
		Box		3,456	Pittsburgh, Pa.		.60	12.00	41,472.00	205,239.00

I&S Docket No. 6615
Exhibit No. _____ (RLK-1)
Page 8

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity							Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Destination		Rate	Rate Per Ton	Sub-Total	Total
767	Starch		32		1/					
769	Soap and Cleaning and Washing Compound		53		1/					
771	Matches		24		1/					
773	Feed, Animal or Poultry, NOS	Box	521	130	Springfield, O.	2/	.83	16.60	2,158.00	
		Box		130	Toledo, O.		.83	16.60	2,158.00	
		Box		130	Adell, Misc.		1.12	22.40	2,912.00	
		Box		131	Blue Island, Ill.		1.04	20.80	2,724.80	9,952.80
779	Containers, Metal		12		1/					
785	Containers, NOS		64		1/					
789	Scrap Iron and Steel		28		1/					
795	Waste Material for Remelting		240		1/					
797	Waste Material, NOS		281							
	Scrap Rubber	Box		56	10/ Akron, O.	2/	.54	10.80	604.80	
	" "	Box		56	10/ Indianapolis, Ind.		.68	13.60	761.60	
	" "	Box		56	10/ E. St. Louis, Ill.		.82	16.40	918.40	
	Jute Waste	Box		56	Detroit, Mich.		.83	16.60	929.60	
	" "	Box		57	Herrin, Ill.		1.15	23.00	1,311.00	4,525.46
799	Manufactures and Miscellaneous, NOS		1,690							
	Iron Mass or Sponge	Box		845	Weirton, W. Va.	2/	.59	11.80	9,971.00	
	Carnauba Wax	Box		845	Racine, Wisc.		1.36	27.20	22,984.00	32,955.00
	Grand Totals		1,644,844	1,631,603						$13,253,837.58 ~~$14,146,538.50~~
								Revenue per ton		$8.12 ~~$8.67~~

J468

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

FOOTNOTES: 1/ No representative movement in Exhibit 50.
2/ Source: Exhibit 50 - JLH-5.
3/ No tonnage moving through Baltimore.
4/ Rates per ton of 2,240 pounds.
5/ Rates per ton of 2,000 pounds.
6/ 120 United Inches or under.
7/ Exceeding 120 United Inches.
8/ 28,000 pounds.
9/ Excess weight.
10/ Minimum weight 40,000 pounds.

SOURCE: I&S Docket No. 6615: Exhibit 50 - JLH-1, pp. 7-8, and Exhibit 51 - MLM-5 unless otherwise noted.

4469

JHc

IAS Docket No. 6615
Exhibit No. ____ (RLK-1)
Errata, Page 1

REVENUES FOR REPRESENTATIVE MOVEMENTS
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination		Freight Revenues			
Group No.	Description						Rate	Rate Per Ton 5/	Sub-Total	Total
319	Ores and Concentrates, NOS		1,283,888							
	Chrome Ore	Gond.		213,981	Marietta, O.	2/	6.36 4/	5.68	1,215,412.08	
	" "	Gond.		213,982	Relief, O.		6.52 4/	5.82	1,245,375.24	
	" "	Gond.		213,981	Graham, W. Va.		5.96 4/	5.32	1,138,378.92	
	Manganese Ore	Gond.		213,982	Marietta, O.		6.36 4/	5.68	1,215,417.76	
	" "	Gond.		213,981	Philo, O.		6.70 4/	5.98	1,279,606.38	
	" "	Gond.		213,981	Sou. Duquesne, Pa.		5.96 4/	5.32	1,138,378.92	7,232,569.30
569	Alloys for Steel Manufacture		21,671							
	Silico - Manganese	Box		4,334	Midland, Mich.	2/	18.40 4/	16.43	71,207.62	
	" "	Box		4,334	Wheeling, W. Va.		13.12 4/	11.71	50,751.14	
	" "	Box		4,334	E. Chicago, Ind.		20.00 4/	17.86	77,405.24	
	Ferro Titanium	Box		4,334	Duquesne, Pa.		.86	17.20	74,544.80	
	Ferro Chrome	Box		4,335	Brackenridge, Pa.		.86	17.20	74,562.00	348,470.80
745	Liquors, Alcoholic, NOS		90							
	Whiskey - Scotch	Box		14	8/ Chicago, Ill.	2/	1.57	31.40	439.60	
	" "	Box		16	9/ Chicago, Ill.		1.25	25.00	400.00	
	" "	Box		14	8/ Cleveland, O.		1.08	21.60	302.40	
	" "	Box		16	9/ Cleveland, O.		.87	17.40	278.40	
	Rum	Box		14	8/ Toledo, O.		1.33	26.60	372.40	
	"	Box		16	9/ Toledo, O.		1.06	21.20	339.20	2,132.00
								Grand Total		$13,253,834.58
								Revenue per ton		$8.12

4470

Exhibit No. _____ (RLK-2)

Affiant: R. L. Keefe

Before The

INTERSTATE COMMERCE COMMISSION

I & S DOCKET NO. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

REVENUES FOR REPRESENTATIVE MOVEMENTS OF

EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY

VIA

PORT OF BALTIMORE

MOVING DURING THE PERIOD AUGUST 1, 1955, THROUGH JULY 31, 1956

May 1958

466 Lexington Avenue
New York 17, N. Y.

I&S Docket No. 6615
Exhibit No. _____ (RLK-2)
Page 1

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity							Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Origin		Rate	Rate Per Ton	Sub-Total	Total
1	Wheat	Box	800,237	400,118	Chicago, Ill. (Prop.)		.33½	6.70	2,680,790.60	
		Box		400,119	Columbus, O.		.46	9.20	3,681,094.80	6,361,885.40
3	Corn	Box	1,243,846	621,923	Chicago, Ill. (Prop.)		.33½	6.70	4,166,884.10	
		Box		621,923	Indianapolis, Ind.		.46	9.20	5,721,691.60	9,888,575.70
7	Oats	Box	85,487	21,371	Stewart, Ind.	3/	.46	9.20	196,613.20	
		Box		21,372	Chicago, Ill. (Prop.)		.33½	6.70	143,192.40	
		Box		21,372	Hammond, Ind. (Prop.)		.33½	6.70	143,192.40	
		Box		21,372	Milwaukee, Wisc. (Prop.)		.33½	6.70	143,192.40	626,190.40
9	Barley and Rye	Box	176,774	58,924	Boonville, Ind.		.59	11.80	695,303.20	
		Box		58,925	Cincinnati, O.		.46	9.20	542,110.00	
		Box		58,925	Chicago, Ill. (Prop.)		.33½	6.70	394,797.50	1,632,210.70
15	Wheat Flour	Box	5,794	5,794	Indianapolis, Ind.		.57	11.40	66,051.60	66,051.60
17	Corn Meal		2/		Decatur, Ill.					
21	Cereal Food Preparations	Box	173	173	Battle Creek, Mich.	3/	.65½	13.10	2,266.30	2,266.30
25	Hays		14		1/					
29	Tobacco, Unmanufactured	Box	41	20	Wheeling, W. Va.	3/	1.12	22.40	448.00	
		Box		21	Louisville, Ky.		1.36	27.20	571.20	1,019.20
43	Soybeans	Box	32,965	8,241	Columbus, O.	3/	.48½	9.70	79,937.70	
		Box		8,241	Toledo, O.		.48½	9.70	79,937.70	
		Box		8,241	Chicago, Ill.		.64½	12.90	106,308.90	
		Box		8,242	Decatur, Ill.		.71½	14.30	117,860.60	384,044.90
45	Soybean Oil Meal	Box	16,576	8,288	Decatur, Ill.		.74	14.80	122,662.40	
		Box		8,288	Painesville, O.		.42½	8.50	70,448.00	193,110.40
47	Vegetable and Nut Oil Cake and Meal, NOS	Box	1,685	842	Chicago, Ill	3/	.67	13.40	11,282.80	
		Box		843	Painesville, O.		.42½	8.50	7,165.50	18,448.30
103	Malt	Box	11,335	11,335	Milwaukee, Wisc.		.67	13.40	151,889.00	151,889.00
199	Products of Agriculture, NOS		212		1/					
203	Cattle and Calves, Single Deck		12		1/					
215	Fresh Meats		2/		Chicago, Ill.					

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Origin		Freight Revenues			
Group No.	Description						Rate	Rate Per Ton	Sub-Total	Total
217	Meats, cooked (cured or preserved)	Refgr.	4,954	4,954	Cleveland, O.		.80	16.00	79,264.00	79,264.00
219	Packing House Prod. (Lard)	Refgr.	14,548	14,548	Cleveland, O.		.78	15.60	226,948.80	226,948.80
229	Butter	Refgr.	1,819	1,819	Chicago, Ill.		1.37	27.40	49,840.60	49,840.60
231	Cheese	Refgr.	3,970	3,970	Green Bay, Wisc.		1.47	29.40	116,718.00	116,718.00
233	Dairy Products, NOS	Refgr.	1,156	578	Oconto, Wisc.	3/	1.47	29.40	16,993.20	
		Refgr.		578	Green Bay, Wisc.		1.47	29.40	16,993.20	33,986.40
239	Hides and Skins	Box	1,043	1,043	Chicago, Ill.		1.07	21.40	22,320.20	22,320.20
299	Animal Tallow	Box	362	362	Cincinnati, O.		.72	14.40	5,212.80	5,212.80
307	Coke	Gond.	8,024	2,674	Kenova, W. Va.	3/	6.10 4/	6.10	16,311.40	
		Gond.		2,675	Gibson, Ind.		7.10 4/	7.10	18,992.50	
		Gond.		2,675	Chicago, Ill.		7.10 4/	7.10	18,992.50	54,296.40
319	Ores and Concentrates, NOS		58		1/					
323	Clay and Bentonite		705		1/					
325	Industrial Sand		595		1/					
339	Asphalt		119		1/					
341	Salt	Box	878	878	Manistee, Mich.	3/	.56	11.20	9,833.60	9,833.60
399	Products of Mines, NOS	Box	1,404	1,404	Narlo, O.	3/	7.07 4/	7.07	9,926.28	9,926.28
411	Lumber, Shingles and Lath		326		1/					
413	Box Crate and Cooperage Materials		685		1/					
415	Veneer Plywood and Built-Up Wood		18		1/					
503	Fuel, Road and Petroleum Residual Oils, NOS		15		1/					
505	Lubricating Oil	Box	10,063	10,063	Rouseville, Pa.		.58	11.60	116,730.80	116,730.80
507	Petroleum Products, Refined, NOS	Box	1,243	414	Karns City, Pa.	3/	.58	11.60	4,802.40	
		Box		414	Petrolia, Pa.		.58	11.60	4,802.40	
		Box		415	Lima, O.		.88	17.60	7,304.00	16,908.80

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Origin	Rate	Rate Per Ton	Sub-Total	Total
513	Linseed Oil		139		1/				
515	Soybean Oil	Box	8,410	8,410	Louisville, Ky.	1.05	21.00	176,610.00	176,610.00
517	Vegetable and Nut Oils, NOS	Box	291	72	Chicago, Ill.	1.10	22.00	1,584.00	
		Box		73	Decatur, Ill.	1.13	22.60	1,649.80	
		Box		73	Painesville, O.	.81	16.20	1,182.60	
		Box		73	New Castle, Pa.	.75	15.00	1,095.00	5,511.40
519	Oils, NOS		47		1/				
523	Rubber, Crude, Natural and Synthetic	Box	3,546	886	Louisville, Ky. 3/	.96	19.20	17,011.20	
		Box		887	Chicago, Ill.	1.16	23.20	20,578.40	
		Box		886	Akron, O.	.87	17.40	15,416.40	
		Box		887	Painesville, O.	.87	17.40	15,433.80	68,439.80
525	Rubber Goods, NOS	Box	1,502	1,502	Akron, O. 3/	1.08	21.60	32,443.20	32,443.20
527	Chemicals, NOS	Box	10,456	2,614	Huntington, W. Va. 3/	1.19	23.80	62,213.20	
		Box		2,614	Chicago, Ill.	1.42	28.40	74,237.60	
		Box		2,614	Marietta, O.	1.12	22.40	58,553.60	
		Box		2,614	Louisville, Ky.	1.50	30.00	78,420.00	273,424.40
531	Acids, NOS		71	35	9/ Chicago, Ill. 3/	.90	18.00	630.00	
				36	9/ Ironton, O.	.69	13.80	496.80	1,126.80
533	Sodium (Soda) Products	Box	5,967	2,983	S. Charleston, W.Va. 3/	.59	11.80	35,199.40	
		Box		2,984	Trenton, Mich.	13.33 4/	13.33	39,776.72	74,976.12
539	Fertilizer (Ammonium Sulphate)	Box	218,151	109,075	Bessemer, Pa.	6.85 4/	6.85	747,163.75	
		Box		109,076	Gary, Ind.	10.92 4/	10.92	1,191,109.92	1,938,273.67
541	Insecticides and Fungicides, NOS	Box	205	68	S. Charleston, W. Va. 3/	.75	15.00	1,020.00	
		Box		68	Racine, Wisc.	1.06	21.20	1,441.60	
		Box		69	St. Louis, Mich.	.99	19.80	1,366.20	3,827.80
543	Tar, Pitch and Creosote		104		1/				
547	Paint, Paint Materials, Putty and Varnish	Box	671	167	Cleveland, O. 3/	1.00	20.00	3,340.00	
		Box		168	Yorkville, O.	.93	18.60	3,124.80	
		Box		168	Huntington, W. Va.	1.03	20.60	3,460.80	
		Box		168	Institute, W. Va.	1.00	20.00	3,360.00	13,285.60

4474

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity							Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Origin		Rate	Rate Per Ton	Sub-Total	Total
549	Plastics	Box	913	456	Marietta, O.		1.03	20.60	9,393.60	
		Box		457	Ottawa, Ill.		1.51	30.20	13,801.40	23,195.00
557	Aluminum, NOS		111		1/					
571	Metals and Alloys, NOS		168		1/					
575	Billets, I. & S.	Gond.	44,180	44,180	Canton, O.		10.21 5/	~~10.21~~ 10.12	402,931.60 ~~451,077.80~~	402,931.60 ~~451,077.80~~
577	Iron and Steel: Bar, Rod & Slab	Gond.	966	322	St. Louis, Mo.	3/	.85	17.00	5,474.00	
		Gond.		322	Warren, O.		.49	9.80	3,155.60	
		Gond.		322	Pittsburgh, Pa.		.45	9.00	2,898.00	11,527.60
579	Iron and Steel, NOS		625		1/					
581	Iron or Steel Nails or Wire (Woven and Not Woven), NOS	Box	1,264	316	Aliquippa, Pa.	3/	.44	8.80	2,780.80	
		Box		316	Troy, O.		.60	12.00	3,792.00	
		Box		316	Wheeling, W. Va.		.44	8.80	2,780.80	
		Box		316	Gary, Ind.		.73	14.60	4,613.60	13,967.20
583	Tin Plate	Box	352,992	70,598	Steubenville, O.		.45	9.00	635,382.00	
	Sheets	Gond.		70,599	Cleveland, O.		.51	10.20	720,109.80	
	Plates	Gond.		70,598	Chicago, Ill.		.73	14.60	1,030,730.80	
	"	Gond.		70,599	Gary, Ind.		.73	14.60	1,030,745.40	
	"	Gond.		70,598	Detroit, Mich.		.59	11.80	833,056.40	4,250,024.40
587	Iron and Steel Pipe	Gond.	93,130	31,043	Aliquippa, Pa.		.45	9.00	279,387.00	
		Gond.		31,043	Youngstown, O.		.49	9.80	304,221.40	
		Gond.		31,044	Lorain, O.		.51	10.20	316,648.80	900,257.20
589	Tanks, NOS	Gond.	234	58	Columbiana, O.	3/	1.03	20.60	1,194.80	
		Gond.		59	Louisville, Ky.		1.49	29.80	1,758.20	
		Gond.		58	Fort Wayne Ind.		1.39	27.80	1,612.40	
		Gond.		59	Massillon, O.		.97	19.40	1,144.60	5,710.00
591	Agricultural Implements	Flat	478	478	Racine, Wisc.		.80	16.00	7,648.00	7,648.00
593	Agricultural Implements, Parts, NOS	Box	28	4	South Bend, Ind.	3/	.86	17.20	68.80	
		Box		5	Burlington, Iowa		.92	18.40	92.00	
		Box		4	Midland, Pa.		.59	11.80	47.20	
		Box		5	Racine, Wisc.		.92	18.40	92.00	
		Box		5	Battle Creek, Mich.		.84	16.80	84.00	
		Box		5	Bucyrus O.		.70	14.00	70.00	454.00

4475

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Origin		Freight Revenues			
Group No.	Description						Rate	Rate Per Ton	Sub-Total	Total
595	Machinery	Flat	16,931	8,465	Oakley, O.		1.27	25.40	215,011.00	
		Cond.		8,466	Oakley, O.		1.27	25.40	215,036.40	430,047.40
597	Machinery Parts		6,686							
	Rolling Mill Rolls, NOS	Cond.		1,671	13/ Lima, O.	3/	.59	11.80	19,717.80	
	Ore Milling Mach., Parts	Cond.		1,672	Milwaukee, Wisc.		1.61	32.20	53,838.40	
	Ice Cans	Box		1,671	Niles, O.		1.03	20.60	34,422.60	
	" "	Box		1,672	Christy Park, Pa.		1.00	20.00	33,440.00	141,418.80
603	Railway Equipment Moved on Own Wheels		179		1/					
605	Railway Equipment SU Not Moved on Own Wheels		681							
	Locomotive Not Moved on Own Wheels	Flat		227	Erie, Pa.	3/	.85	17.00	3,859.00	
	" " " " " "	Flat		227	Chicago, Ill.		1.58	31.60	7,173.20	
	" " " " " "	Flat		227	St. Louis, Mo.		1.69	33.80	7,672.60	18,704.80
607	Railway Equipment Parts		513							
	Brake Shoe Railway	Box		85	Lordstown, O.	3/	.50	10.00	850.00	
	Car Wheels	Box		86	Verona, Pa.		.45	9.00	774.00	
	Air Brake Equipment	Box		85	Wilmerding, Pa.		1.11	22.20	1,887.00	
	Springs	Box		86	Pittsburgh, Pa.		.94	18.80	1,616.80	
	Couplers	Box		85	Alliance, O.		.50	10.00	850.00	
	Underframes	Cond.		86	East. St. Louis, Ill.		.85	17.00	1,462.00	7,439.80
609	Rails and Railway Track Material, Iron and Steel		3,007							
	Rails	Cond.		751	Bessemer, Pa.	3/	13.09 5/	~~13.09~~ 11.69	~~9,830.59~~ 8,779.19	
	"	Cond.		752	Carnegie, Pa.		13.09 5/	~~13.09~~ 11.69	9,843.68 8,790.88	
	Spikes	Box		752	Neville Island, Pa.		.44	8.80	6,617.60	
	Track Material	Box		752	Gary, Ind.		.75	15.00	11,280.00	~~37,871.87~~ 35,447.67
611	Vehicles Other Than Motor		146							
	Childrens Vehicles & Wagons	Box		20	Akron, O.	3/	1.42	28.40	568.00	
	Trailers Other Than Motor, NOIBN	Box		21	14/ Oakley, O.		1.30	26.00	546.00	
	" " " " "	Box		21	14/ Ft. Wayne, Ind.		1.39	27.80	583.80	
	" " " " "	Cond.		21	14/ Oakley, O.		1.30	26.00	546.00	
	" " " " "	Cond.		21	14/ Ft. Wayne, Ind.		1.39	27.80	583.80	
	Warehouse Hand Trucks	Box		21	15/ Niles, O.		1.03	20.60	432.60	
	Lift Trucks	Box		21	15/ Peoria, Ill.		1.64	32.80	688.80	3,949.00
613	Automobile, Passenger, SU	Box	5,582	1,395	6/ Flint, Mich.		2.67	53.40	74,493.00	
		Box		1,396	7/ Flint, Mich.		2.67	53.40	74,546.40	
		Box		1,395	6/ Detroit, Mich.		2.53	50.60	70,587.00	
		Box		1,396	7/ Detroit, Mich.		2.53	50.60	70,637.60	290,264.00

[fol. 4477]

REVENUES FOR REPRESENTATIVE MOVEMENTS OF EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY VIA PORT OF BALTIMORE

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Origin		Freight Revenues			
Group No.	Description						Rate	Rate Per Ton	Sub-Total	Total
615	Automobiles, Freight	Flat	228	28	Detroit, Mich.	3/	1.18	23.60	660.80	
		Flat		29	Springfield, O.		1.26	25.20	730.80	
		Flat		28	South Bend, Ind.		1.45	29.00	812.00	
		Flat		29	Kenosha, Wisc.		1.53	30.60	887.40	
		Gond.		28	Detroit, Mich.		1.18	23.60	660.80	
		Gond.		29	Springfield, O.		1.26	25.20	730.80	
		Gond.		28	South Bend, Ind.		1.45	29.00	812.00	
		Gond.		29	Kenosha, Wisc.		1.53	30.60	887.40	6,182.00
617	Vehicles, Motor, NOS		5,795							
	Fire Fighting Equipment	Flat		724	Dayton, O.	3/	1.75	35.00	25,340.00	
	Farm Tractors	Flat		725	Deerfield, Ill.		.95	19.00	13,775.00	
	" "	Flat		724	Peoria, Ill.		.95	19.00	13,756.00	
	" "	Flat		725	Racine, Wisc.		.95	19.00	13,775.00	
	Fire Fighting Equipment	Gond.		724	Dayton, O.		1.75	35.00	25,340.00	
	Farm Tractors	Gond.		725	Deerfield, Ill.		.95	19.00	13,775.00	
	" "	Gond.		724	Peoria, Ill.		.95	19.00	13,756.00	
	" "	Gond.		724	Racine, Wisc.		.95	19.00	13,756.00	133,273.00
621	Automobiles and Auto Trucks, NOS		3,377							
	Autos Boxed	Flat		422	Springfield, O.	3/	1.26	25.20	10,634.40	
	" "	Flat		422	Detroit, Mich.		1.18	23.60	9,959.20	
	" "	Flat		422	Kenosha, Wisc.		1.53	30.60	12,913.20	
	" "	Flat		422	Wagon Works, O.		1.18	23.60	9,959.20	
	" "	Gond.		422	Springfield, O.		1.26	25.20	10,634.40	
	" "	Gond.		422	Detroit, Mich.		1.18	23.60	9,959.20	
	" "	Gond.		422	Kenosha, Wisc.		1.53	30.60	12,913.20	
	" "	Gond.		423	Wagon Works, O.		1.18	23.60	9,982.80	86,955.60
623	Vehicle Parts	Box	2,481	2,481	Detroit, Mich.		1.18	23.60	58,551.60	58,551.60
627	Tires and Tubes	Box	1,075	537	Akron, O.		1.06	21.20	11,384.40	
		Box		538	Cleveland, O.		1.06	21.20	11,405.60	22,790.00
633	Cement: Natural and Portland		834		1/					
635	Cement, NOS		558			3/				
	High Temperature Bonding	Box		279	Zelienople, Pa. (B&O only)		8.44 4/	8.44	2,354.76	
	High Temperature Mortor	Box		279	Cleveland, O.		8.44 4/	8.44	2,354.76	4,709.52
639	Brick, NOS, and Building Tile		1,816							
	Facing Tile	Box		605	Anderson, Ind.	3/	.73	14.60	8,833.00	
	" "	Box		605	Zanesville, O.		.58	11.60	7,018.00	
	Hollow Building Tile	Box		606	Magnolia, O.		8.84 4/	8.84	5,357.04	21,208.04

REVENUES FOR REPRESENTATIVE MOVEMENTS OF EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY VIA PORT OF BALTIMORE

Group No.	Commodity Description	Type of Equipment	Total Tons	Statistical Distribution	Origin		Freight Revenues Rate	Rate Per Ton	Sub-Total	Total
641	Refractories		4,876							
	Firebrick	Box		1,219	Firebrick, O.	3/	9.32 4/	9.32	11,361.08	
	"	Box		1,219	Allegheny, Pa.		8.24 4/	8.24	10,044.56	
	"	Box		1,219	Mineral City, O.		8.84 4/	8.84	10,775.96	
	"	Box		1,219	Louisville, Ky.		12.77 4/	12.77	15,566.63	47,748.23
645	Lime, NOS		175		1/					
647	Plaster: Stucco and Wall		46		1/					
649	Sewer Pipe and Drain Tile (Not Metal)		2,268							
	Ceramic Tile	Box		1,134	Zanesville, O.	3/	1.00	20.00	22,680.00	
	" "	Box		1,134	East Sparta, O.		.97	19.40	21,999.60	44,679.60
653	Woodpulp		438		1/					
655	Scrap Paper and Rags		564							
	Rags	Box		94	Kenosha, Wisc.	3/	.83	16.60	1,560.40	
	"	Box		94	Piqua, O.		.68	13.60	1,278.40	
	"	Box		94	Columbus, O.		.64	12.80	1,203.20	
	"	Box		94	Chicago, Ill.		.83	16.60	1,560.40	
	"	Box		94	Pittsburgh, Pa.		.54	10.80	1,015.20	
	"	Box		94	Jeffersonville, Ind.		.80	16.00	1,504.00	8,121.60
659	Printing Paper		2/		Hamilton, O.					
661	Wrapping Paper		1,500		1/					
663	Paper Bags		97		1/					
665	Paper and Paper Articles, NOIBN	Box	359	89	Chicago, Ill.	3/	1.05	21.00	1,869.00	
		Box		90	Brighton, O.		.87	17.40	1,566.00	
		Box		90	Chillicothe, O.		.78	15.60	1,404.00	
		Box		90	Cleveland, O.		.78	15.60	1,404.00	6,243.00
669	Pulpboard	Box	5,227	2,613	Rittman, O.		.72	14.40	37,627.20	
		Box		2,614	Middleton, O.		.80	16.00	41,824.00	79,451.20
671	Wallboard		30		1/					
673	Building Paper and Prepared Roofing Materials		46		1/					
675	Insulating Materials, NOS		134							
	Mineral Wool	Box		44	Newark, O.	3/	.76	15.20	668.80	
	" "	Box		45	Columbus, O.		.77	15.40	693.00	
	" "	Box		45	Lockland, O.		.84	16.80	756.00	2,117.80

I&S Docket No. 6615
Exhibit No. _____(RLK-2)
Page 8

REVENUES FOR REPRESENTATIVE MOVEMENTS
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity							Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Origin		Rate	Rate Per Ton	Sub-Total	Total
679	Building Materials, NOS		239		1/					
681	Building and Houses, Fabricated and Portable, NOS		25		1/					
685	Electrical Equipment and Parts, NOS		1,239							
	Batteries and Parts	Box		247	Madison, Wisc.	3/	1.51	30.20	7,459.40	
	" " "	Box		248	Cleveland, O.		1.01	20.20	5,009.60	
	Electrical Appliances, NOS	Box		248	Troy, O.		1.29	25.80	6,398.40	
	Radios	Box		248	Chicago, Ill.		2.74	54.80	13,590.40	
	"	Box		248	Indianapolis, Ind.		2.51	50.20	12,449.60	44,907.40
687	Furnaces, Heaters, Radiators and Parts		1,310							
	Heating Furnaces	Box		436	Dayton, O.	3/	1.11	22.20	9,679.20	
	"	Box		437	Chicago Heights, Ill.		1.39	27.80	12,148.60	
	Water Heaters	Box		437	St. Louis, Mo.		1.69	33.80	14,770.60	36,598.40
689	Bathroom and Lavatory Fixtures and Sinks		36		1/					
691	Hardware, NOS		27		1/					
693	Glass		670							
	Glass Pellets	Box		223	10/ Newark, O.	3/	.80	16.00	3,568.00	
	Plate Glass	Gond.		223	11/ Ford City, Pa.		.83	16.60	3,701.80	
	" "	Gond.		224	12/ Ford City, Pa.		.96	19.20	4,300.80	11,570.60
695	Glassware, NOS	Box	847	282	Columbus, O.	3/	.93	18.60	5,245.20	
		Box		282	Lancaster, O.		.93	18.60	5,245.20	
		Box		283	Dunkirk, Ind.		1.09	21.80	6,169.40	16,659.80
697	Glass Bottles	Box	5,276	5,276	Lancaster, O.		.75	15.00	79,140.00	79,140.00
701	Chinaware, Crockery and Earthenware		289		1/					
703	Woodenware		41		1/					
705	Household Utensils, NOS		200							
	Sheet Steelware, Household	Box		66	Zanesville, O.	3/	1.42	28.40	1,874.40	
	Steel Kettles	Box		67	Warren, Pa.		.89	17.80	1,192.60	
	Sheet Steelware	Box		67	West Lafayette, O.		1.42	28.40	1,902.80	4,969.80

4479

I&S Docket No. 6615
Exhibit No. _____ (RLK-2)
Page 9

REVENUES FOR REPRESENTATIVE MOVEMENTS OF EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY VIA PORT OF BALTIMORE

Commodity		Type of Equipment	Total Tons	Statistical Distribution		Origin		Freight Revenues			
Group No.	Description							Rate	Rate Per Ton	Sub-Total	Total
707	Refrigerators	Box	1,057	1,057		Appliance Park (Louisville), Ky.		2.02	40.40	42,702.80	42,702.80
709	Laundry Equipment		186								
	Washing Machines, Household	Box		37		Herrin, Ill.	3/	1.97	39.40	1,457.80	
	" " "	Box		37		Norwood, O.		1.52	30.40	1,124.80	
	" " "	Box		37		St. Louis, Mo.		1.98	39.60	1,465.20	
	" " "	Box		37		Appliance Park, Ky.		1.52	30.40	1,124.80	
	" " "	Box		38		Mansfield, O.		1.39	27.80	1,056.40	6,229.00
711	Stoves, Ranges and Parts		864								
	Stoves, NOIBN	Box		216	15/	Brighton, O.	3/	1.14	22.80	4,924.80	
	" "	Box		216	15/	Chicago, Ill.		1.39	27.80	6,004.80	
	" "	Box		216	15/	Louisville, Ky.		1.30	26.00	5,616.00	
	" "	Box		216	15/	St. Louis, Mo.		1.50	30.00	6,480.00	23,025.60
715	Furniture, NOS		1,208								
	Furniture, NOIBN	Box		302	15/	Chicago, Ill.	3/	2.16	43.20	13,046.40	
	" "	Box		302	15/	East St. Louis, Ill.		2.34	46.80	14,133.60	
	" "	Box		302	15/	Perrysburg, O.		1.85	37.00	11,174.00	
	" "	Box		302	15/	Shelby, O.		1.64	32.80	9,905.60	48,259.60
717	Furniture Parts		59			1/					
719	Tools and Parts, NOS		1,052			1/					
721	Abrasives, other than crude		43			1/					
729	Cotton Factory Products		11			1/					
741	Athletic, Gymnasium, Playground and Sporting Equipment, NOS		60			1/					
743	Games and Toys		46			1/					
745	Liquors, alcoholic, NOS		531			1/					
749	Liquors, Malt	Refgr.	1,620	810	10/	Milwaukee, Wisc.	3/	.79	15.80	12,798.00	
		Refgr.		810	10/	Chicago, Ill.		.76	15.20	12,312.00	25,110.00
755	Syrup and Molasses, refined		375			1/					
759	Sugar		632			1/					
761	Candy and Confectionery		57			1/					

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Origin		Freight Revenues			
Group No.	Description						Rate	Rate Per Ton	Sub-Total	Total
763	Food Products, NOS, Unfrozen (Milk)	Box	13,117	13,117	Columbus, O.		.73	14.60	191,508.20	191,508.20
767	Starch		863							
	Corn Starch	Box		431	Chicago, Ill.	3/	.64	12.80	5,516.80	
	Starch, NOIBN	Box		432	St. Louis, Mo.		.77	15.40	6,652.80	12,169.60
769	Soap and Cleaning and Washing Compound		452							
	Soap	Box		226	Ivorydale, O.	3/	.98	19.60	4,429.60	
	Cleaning Compound, NOS	Box		226	Columbus, O.		.90	18.00	4,068.00	8,497.60
771	Matches		13		1/					
773	Feed, Animal or Poultry	Box	20,403	10,201	Battle Creek, Mich.		.62	12.40	126,492.40	
	" " " "	Box		10,202	Toledo, O.		.48	9.60	97,939.20	224,431.60
779	Containers, Metal		183							
	Barrels - Metal	Box		36	Chicago, Ill.	3/	1.58	31.60	1,137.60	
	Containers - Metal, NOS	Bcx		37	Speedway, Ind.		1.42	28.40	1,050.80	
	" " "	Box		36	Niles, O.		1.04	20.80	748.80	
	" " "	Box		37	Brighton, O.		1.30	26.00	962.00	
	" " "	Box		37	Pittsburgh, Pa.		1.01	20.20	747.40	4,646.60
781	Containers, Wooden		1,048							
	Barrels	Box		349	Lawrenceburg, Ind.	3/	1.06	21.20	7,398.80	
	"	Box		349	Louisville, Ky.		1.00	20.00	6,980.00	
	"	Box		350	Braddock, Pa.		1.12	22.40	7,840.00	22,218.80
783	Containers, Fibreboard and Pulpboard, KD		273							
	Fibreboard Boxes	Box		136	Cleveland, O.	3/	.86	17.20	2,339.20	
	Fibreboard Containers	Box		137	Petrolia, Pa.		.73	14.60	2,000.20	4,339.40
785	Containers, NOS		635							
	Steel Cylinders	Box		635	Oakmont, Pa.	3/	.89	17.80	11,303.00	11,303.00
787	Containers, returned empty		28		1/					
789	Scrap Iron and Steel	Gond.	20	5	Youngstown, Pa.	3/	13.91 5/	~~13.91~~ 2.42	~~69.55~~ 62.10	
		Gond.		5	Etna, Pa.		13.41 5/	~~13.41~~ .97	~~67.05~~ 59.85	
		Gond.		5	Cleveland, O.		15.11 5/	~~15.11~~ 3.09	~~75.55~~ 67.45	
		Gond.		5	Dayton, O.		16.70 5/	~~16.70~~ 4.91	~~83.50~~ 74.55	~~295.60~~
793	Furnace Slag		43		1/				4481	263.95

[fol. 4482]

I&S Docket No. 6615
Exhibit No. _____ (RLK-2)
Page 11

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF BALTIMORE

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Origin		Freight Revenues			
Group No.	Description						Rate	Rate Per Ton	Sub-Total	Total
795	Waste Material for Remelting, NOS		312							
	Brass Scrap	Box		78	Kalamazoo, Mich.	3/	.94	18.80	1,466.40	
	" "	Box		78	Detroit, Mich.		.83	16.60	1,294.80	
	Metal Scrap, NOIBN	Box		78	Canton, O.		.68	13.60	1,060.80	
	Brass Scrap	Box		78	Ashland, Ky.		.77	15.40	1,201.20	5,023.20
799	Manufactures and Misc., NOS		5,433							
	Welding Wire	Box		1,087	Cleveland, O.	3/	.50	10.00	10,870.00	
	Welding Rods	Box		1,086	Milwaukee, Wisc.		.74	14.80	16,072.80	
	Clothing, NOIBN	Box		1,087	Shelby, O.		2.54	50.80	55,219.60	
	Military Impedimenta	Box		1,086	Lordstown, O.		1.83	36.60	39,747.60	
	" "	Box		1,087	Toledo, O.		2.34	46.80	50,871.60	172,781.50
950	Forwarder Traffic		5,242							
	All Commodity	Box		1,048	8/ Chicago, Ill.	3/	1.89	37.80	39,614.40	
	" "	Box		1,049	8/ St. Louis, Mo.		2.03	40.60	42,589.40	
	" "	Box		1,048	8/ Indianapolis, Ind.		1.69	33.80	35,422.40	
	" "	Box		1,049	8/ Cincinnati, O.		1.56	31.20	32,728.80	
	" "	Box		1,048	8/ Pittsburgh, Pa.		1.05	21.00	22,008.00	172,363.00
	Grand Totals		3,303,499	3,292,594						$30,889,344.58 ~~$30,889,636.63~~
								Revenue per ton		$9.38 ~~$9.40~~

448V

FOOTNOTES:
1/ No representative movement in Exhibit 50.
2/ No tonnage moving through Baltimore
3/ Exhibit 50 - JLH-6
4/ Applies per ton of 2,000 pounds.
5/ Applies per ton of 2,240 pounds.
6/ Based on Minimum Weight 12,500 pounds for cars not exceeding 50 feet 7 inches in length.
7/ Based on Minimum Weight 20,000 pounds for cars exceeding 50 feet 8 inches in length.
8/ Minimum Weight 30,000 pounds.
9/ Minimum Weight 70,000 pounds.
10/ Minimum Weight 60,000 pounds.
11/ 120 United Inches or under.
12/ Exceeding 120 United Inches.
13/ Minimum Weight 50,000 pounds.
14/ Minimum Weight 27,000 pounds.
15/ Minimum Weight 24,000 pounds.

SOURCE: I&S Docket No. 6615: Exhibit 50 - JLH-2, pp. 7-8, and Exhibit 51 - MLM-5 unless otherwise noted.

I&S Docket No. 6615
Exhibit No. _____ (RIM-2)
Errata Page 2

REVENUES FOR REPRESENTATIVE MOVEMENTS OF EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY VIA PORT OF BALTIMORE

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Origin	Rate	Rate Per Ton 4/	Sub-Total	Total
575	Billets, I&S	Gond.	44,180	44,180	Canton, O.	10.21 5/	9.12	402,921.60	402,921.60
609	Rails and Railway Track Material, Iron and Steel		3,007						
	Rails	Gond.		751	Bessemer, Pa. 3/	13.09 5/	11.69	8,779.19	
	"	Gond.		752	Carnegie, Pa.	13.09 5/	11.69	8,790.88	
	Spikes	Box		752	Neville Island, Pa.	.44	8.80	6,617.60	
	Track Material	Box		752	Gary, Ind.	.75	15.00	11,280.00	35,467.67
789	Scrap Iron and Steel	Gond.	20	5	Youngstown, O. 3/	13.91 5/	12.42	62.10	
		Gond.		5	Etna, Pa.	13.41 5/	11.97	59.85	
		Gond.		5	Cleveland, O.	15.11 5/	13.49	67.45	
		Gond.		5	Dayton, O.	16.70 5/	14.91	74.55	263.95
							Grand Total		$30,889,344.58
							Revenue per ton		$9.38

4483

Exhibit No. _____ (RLK-3)

Affiant: R. L. Keefe

3-4-7-18

Before The

INTERSTATE COMMERCE COMMISSION

I & S DOCKET NO. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

REVENUES FOR REPRESENTATIVE MOVEMENTS OF IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY VIA PORT OF NEW YORK MOVING DURING THE PERIOD AUGUST 1, 1955, THROUGH JULY 31, 1956

5454

May 1958

466 Lexington Avenue
New York 17, N. Y.

I&S Docket No. 6615
Exhibit No. _____ (RLK-3)
Page 1

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
5	Sorghum Grain		33		1/				
15	Flour Wheat		119		1/				
19	Flour, Edible, NOS	Box	1,448	724	Cleveland, O.	.93	18.60	13,466.40	
		Box		724	Parkersburg, W. Va.	.82	16.40	11,873.60	25,340.00
23	Mill Products, NOS		52		1/				
29	Tobacco, Unmanufactured		31		1/				
31	Tobacco, Siftings, Sweeping and Waste		9		1/				
33	Cotton in Bales		39		1/				
35	Cotton Linters, Noils & Regins		4,447						
	Cotton Waste	Box		741	Chicago, Ill.	.89	17.80	13,189.80	
	" "	Box		741	Kenosha, Wisc.	.89	17.80	13,189.80	
	" "	Box		741	Flint, Mich.	.79	15.80	11,707.80	
	" "	Box		741	St. Louis, Mo.	.94	18.80	13,930.80	
	" "	Box		741	Grand Rapids, Mich.	.82	16.40	12,152.40	
	" "	Box		742	Detroit, Mich.	.75	15.00	11,130.00	75,300.60
51	Bananas, Fresh	Refgr.	53,946	10,789	Detroit, Mich.	1.54	30.80	332,301.20	
		Refgr.		10,789	Columbus, O.	1.54	30.80	332,301.20	
		Refgr.		10,789	Pittsburgh, Pa.	1.34	26.80	289,145.20	
		Refgr.		10,789	Indianapolis, Ind.	1.65	33.00	356,037.00	
		Refgr.		10,790	Huntington, W. Va.	1.54	30.80	332,332.00	1,642,116.60
57	Grapes, fresh		11		1/				
61	Oranges and Grapefruit		18		1/				
65	Pears, fresh, not frozen		204		1/				
69	Fruits, Fresh, NOS, not frozen		1,280		1/				
71	Fruits, Dried, Dehydrated, Evaporated, NOS		2,735						
	Fig Paste	Box		455	Chicago, Ill.	.83	16.60	7,553.00	
	" "	Box		456	Columbus, O.	.73	14.60	6,657.60	
	" "	Box		456	St. Louis, Mo.	1.00	20.00	9,120.00	
	Dates	Box		456	Louisville, Ky.	1.30	26.00	11,856.00	
	"	Box		456	Urbana, O.	.77	15.40	7,022.40	
	Dried Fruit	Box		456	Chicago, Ill.	1.39	27.80	12,676.80	54,885.80

4485

I&S Docket No. 6615
Exhibit No. _____ (RLK-3)
Page 2

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
73	Fruits and Berries, fresh, frozen		21		1/				
75	Coffee	Box	139,265	26,653	Cincinnati, O.	.84	16.80	447,770.40	
		Box		26,653	Chicago, Ill.	.94	18.80	501,076.40	
		Box		26,653	Louisville, Ky.	.94	18.80	501,076.40	
		Box		26,653	St. Louis, Mo.	1.12	22.40	597,027.20	
		Box		26,653	Etna, Pa.	.67	13.40	357,150.20	2,404,100.60
81	Lettuce		29		1/				
83	Onions, dry		149		1/				
89	Vegetables, fresh, NOS, not frozen		249		1/				
91	Beans and Peas, Dried	Box	1,071	535	Austin, Ind.	.87	17.40	9,309.00	
		Box		536	Chicago, Ill.	.95	19.00	10,184.00	19,493.00
93	Vegetables, dried, dehydrated and evaporated, NOS		79		1/				
97	Peanuts		178		1/				
107	Seeds, NOS		2,471						
	Annuto	Box		411	Madison, Wisc.	1.50	30.00	12,330.00	
	Mustard	Box		412	Terre Haute, Ind.	1.18	23.60	9,723.20	
	Grass	Box		412	Columbus, O.	.94	18.80	7,745.60	
	"	Box		412	Louisville, Ky.	1.12	22.40	9,228.80	
	Canary	Box		412	Chicago, Ill.	1.31	26.20	10,794.40	
	"	Box		412	Milwaukee, Wisc.	1.40	28.00	11,536.00	61,358.00
199	Products of Agriculture, NOS		19,842						
	Cocoa Beans	Box		3,307	Chicago, Ill.	.99	19.80	65,478.60	
	" "	Box		3,307	Milwaukee, Wisc.	.99	19.80	65,478.60	
	Fibre Hemp & Sisal	Box		3,307	Newark, O.	.85	17.00	56,219.00	
	" " " "	Box		3,307	Chicago, Ill.	1.07	21.40	70,769.80	
	" " " "	Box		3,307	Jackson, Mich.	1.03	20.60	68,124.20	
	" " " "	Box		3,307	St. Louis, Mo.	1.07	21.40	70,769.80	396,840.00
215	Meats, fresh, NOS		79		1/				

4486

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
217	Meats Cooked, Cured, Dried and Smoked		8,783						
	Meats Canned, NOIBN	Box		2,195	Chicago, Ill.	.89	17.80	39,071.00	
	" " "	Box		2,196	Cleveland, O.	.64	12.80	28,108.80	
	" " "	Box		2,196	Detroit, Mich.	.71	14.20	31,183.20	
	" " "	Box		2,196	Grand Rapids, Mich.	.83	16.60	36,453.60	134,816.60
219	Packing House Products, edible, NOS		730		1/				
231	Cheese		624		1/				
235	Wool and Mohair, in grease		62		1/				
237	Wool and Mohair, NOS		142		1/				
239	Hides, Skins & Pelts, NOS		1,944						
	Wet Salted Calf Skins	Box		648	Girard, O.	.76	15.20	9,849.60	
	Green Salted Hides	Box		648	Rockford, Mich.	1.07	21.40	13,867.20	
	" " "	Box		648	Chicago, Ill.	1.12	22.40	14,515.20	38,232.00
241	Leather, NOS		177		1/				
243	Sea Food, NOS		142		1/				
245	Fish and Sea Animal Oil		333		1/				
299	Animals and Products		5,536						
	Casein	Box		1,845	Hamilton, O.	.94	18.80	34,686.00	
	"	Box		1,845	Milwaukee, Wisc.	1.42	28.40	52,398.00	
	Animal Hair	Box		1,846	Chicago, Ill.	1.39	27.80	51,318.80	138,402.80
307	Coke		100		1/				
309	Iron Ore		74		1/				
311	Aluminum Ore & Concentrates								
	Bauxite Ore	Gond.	13,583	13,583	Danville, Ill.	7.41 4/	~~7.41~~ 6.62	~~100,650.03~~ 89,919.46	~~100,650.03~~ 89,919.46
317	Zinc Ore and Concentrates								
	Zinc Concentrates	Gond.	2/		Josephtown, Pa.	5.31 4/	~~5.31~~ 4.74		4487

[fol. 4488]

I&S Docket No. 6615
Exhibit No. _____ (RLK-3)
Page 4

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Destination	Rate	Rate Per Ton	Sub-Total	Total
319	Ores and Concentrates, NOS		16,389						
	Chrome Oré	Gond.		2,731	Marietta, O.	6.36 4/	~~6.36~~ 5.68	~~17,369.16~~ 15,512.08	
	" "	Gond.		2,732	Relief, O.	6.52 4/	~~6.52~~ 5.82	~~17,812.64~~ 15,900.24	
	" "	Gond.		2,731	Graham, W. Va.	5.96 4/	~~5.96~~ 5.32	~~16,276.76~~ 14,528.92	
	Manganese Ore	Gond.		2,732	Marietta, O.	6.36 4/	~~6.36~~ 5.68	~~17,375.52~~ 15,517.76	
	" "	Gond.		2,731	Philo, O.	6.70 4/	~~6.70~~ 5.98	~~18,297.70~~ 16,331.38	
	" "	Gond.		2,732	Sou. Duquesne, Pa.	5.96 4/	~~5.96~~ 5.32	~~16,282.72~~ 14,534.24	~~103,434.50~~ 92,324.62
323	Clay and Bentonite		225						
	Clay, Ball or China	Box		75	New Castle, Pa.	.48	9.60	720.00	
	" " " "	Box		75	Barberton, O.	.56	11.20	840.00	
	" " " "	Box		75	Robinson, Ill.	.76	15.20	1,140.00	2,700.00
325	Sand, Industrial		177		1/				
327	Gravel and Sand, NOS		29		1/				
329	Stone and Rock, broken, ground, and crushed		525		1/				
333	Stone, Rough, NOS		1,171						
	Marble and Stone, rough	Flat		146	Chicago, Ill.	.89	17.80	2,598.80	
	Quarried	Flat		147	Lexington, Ky.	.82	16.40	2,410.80	
	"	Flat		146	Dayton, O.	.74	14.80	2,160.80	
	"	Flat		147	Green Bay, Wisc.	.95	19.00	2,793.00	
	"	Gond.		146	Chicago, Ill.	.89	17.80	2,598.80	
	"	Gond.		147	Lexington, Ky.	.82	16.40	2,410.80	
	"	Gond.		146	Dayton, O.	.74	14.80	2,160.80	
	"	Gond.		146	Green Bay, Wisc.	.95	19.00	2,774.00	19,907.80
335	Stone, finished, NOS		112		1/				
339	Asphalt	Box	30	10	Napoleon, O.	.60	12.00	120.00	
		Box		10	Rosston, Ind.	.67	13.40	134.00	
		Box		10	Toledo, O.	.60	12.00	120.00	374.00
345	Sulphur		62		1/				
399	Products of Mines, NOS		6,203						
	Asbestos Fibre	Box		775	Atlas, O.	.84	16.90	13,097.50	
	Graphite	Box		776	Clearing, Ill.	1.05	21.10	16,373.60	
	"	Box		775	Cincinnati, O.	.87	17.50	13,562.50	
	"	Box		776	Swissvale, Pa.	.66	13.30	10,320.80	
	Talc	Box		775	Jeffersonville, Ind.	.73	14.70	11,392.50	
	Prepared chalk	Box		776	Wheeling, W. Va.	.72	14.50	11,252.00	
	Marble Chips	Box		775	Toledo, O.	.58	11.70	9,067.50	
	" "	Box		775	Chicago, Ill.	.72	14.50	11,237.50	96,303.90

4488

I&S Docket No. 6615
Exhibit No. _____(RLK-3)
Page 5

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Destination	Rate	Rate Per Ton	Sub-Total	Total
411	Lumber, Shingles and Lath		102		1/				
415	Veneer, Plywood & Built-Up Wood		4,343						
	Plywood Mahogany	Box		1,085	Detroit, Mich.	.95	19.00	20,615.00	
	" "	Box		1,086	Pittsburgh, Pa.	.73	14.60	15,855.60	
	" "	Box		1,086	Cincinnati, O.	.94	18.80	20,416.80	
	" "	Box		1,086	South Bend, Ind.	1.06	21.20	23,023.20	79,910.60
417	Rosin and turpentine		18		1/				
499	Products of Forests, NOS		7,953						
	Cork Waste	Box		1,988	Chicago, Ill.	1.39	27.80	55,266.40	
	Gum Shellac	Box		1,988	Chicago, Ill.	1.38	27.60	54,868.80	
	Mahogany Lumber	Box		1,988	Wickliffe, O.	.65	13.00	25,844.00	
	Mahogany Logs	Gond.		1,989	Indianapolis, Ind.	.78	15.60	31,028.40	167,007.60
505	Lubrication Oils and Greases		13		1/				
507	Petroleum Products, refined, NOS		18		1/				
511	Cottonseed Oil		46		1/				
517	Vegetable and Nut Oils, NOS		6,451						
	Vegetable Oil	Box		6,451	Waukegan, Ill.	1.10	22.00	141,922.00	141,922.00
519	Oils, NOS		1,439		1/				
521	Oils Foots Sediment and Tank Bottoms		26		1/				
523	Rubber, Crude, Natural and Synthetic		164,953						
	Rubber Crude, NOIBN	Box		32,991	Akron, O.	.89	17.80	587,239.80	
	" " "	Box		32,990	Mansfield, O.	.90	18.00	593,820.00	
	" " "	Box		32,991	Detroit, Mich.	.97	19.40	640,025.40	
	" " "	Box		32,990	New Haven, Ind.	1.02	20.40	672,996.00	
	" " "	Box		32,991	Louisville, Ky.	1.12	22.40	738,998.40	3,233,079.60
525	Rubber Goods, NOS		225		1/				
527	Chemicals, NOS		1,175						
	Chemicals, NOIBN	Box		293	Zelienople, Pa.	1.01	20.20	5,918.60	
	" "	Box		294	New Albany, Ind.	1.50	30.00	8,820.00	
	" "	Box		294	Troy, O.	1.29	25.80	7,585.20	
	" "	Box		294	S. Charleston, W. Va.	1.12	22.40	6,585.60	28,909.40

4489

I&S Docket No. 6615
Exhibit No. _____ (RLK-3)
Page 6

REVENUES FOR REPRESENTATIVE MOVEMENTS OF IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY VIA PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
531	Acids, NOS		381		1/				
533	Sodium (Soda) Products		508		1/				
535	Alcohol, NOS		81		1/				
539	Fertilizers, NOS		3,145						
	Bone Meal	Box		629	Troy, O.	.65	13.00	8,177.00	
	Peat Moss	Box		629	3/ Charleston, W. Va.	.59	11.80	7,422.20	
	" "	Box		629	3/ Etna, Pa.	.53	10.60	6,667.40	
	" "	Box		629	3/ Columbus, O.	.60	12.00	7,548.00	
	" "	Box		629	3/ Weston, Ill.	.77	15.40	9,686.60	39,501.20
541	Insecticides and Fungicides, NOS		149		1/				
543	Tar Pitch and Creosote		135		1/				
545	Tanning Material, NOS		6,218						
	Tanning Extract	Box		1,554	Chicago, Ill.	1.15	23.00	35,742.00	
	" "	Box		1,555	New Albany, Ind.	1.09	21.80	33,899.00	
	" "	Box		1,554	Grand Haven, Mich.	1.12	22.40	34,809.60	
	" "	Box		1,555	Ashtabula, O.	.84	16.80	26,124.00	130,574.60
547	Paint, Paint Material, Putty and Varnish		879		1/				
549	Plastics		43		1/				
553	Drugs, Medicines and Toilet Prep.		456		1/				
555	Aluminum, Bar, Pig, Slab	Box	330	110	Cleveland, O.	.98	19.60	2,156.00	
		Box		110	Pittsburgh, Pa.	.86	17.20	1,892.00	
		Box		110	Detroit, Mich.	1.09	21.80	2,398.00	6,446.00
557	Aluminum, NOS		171		1/				
559	Copper: Ingot, Matte and Pig		24,084						
	Copper Bars and Ingots	Box		4,816	5/ Cleveland, O.	.63	12.60	60,681.60	
	" " " "	Box		4,817	Indianapolis, Ind.	.98	19.60	94,413.20	
	" " " "	Box		4,817	Decatur, Ill.	1.13	22.60	108,864.20	
	" " " "	Box		4,817	Pittsburgh, Pa.	.72	14.40	69,364.80	
	" " " "	Box		4,817	Port Huron, Mich.	.82	16.40	78,998.80	412,322.60

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Destination	Rate	Rate Per Ton	Sub-Total	Total
561	Copper, Brass and Bronze, NOS		2,397						
	Copper Cable	Box		599	Pittsburgh, Pa.	.98	19.60	11,740.40	
	" "	Box		599	Chicago, Ill.	1.43	28.60	17,131.40	
	Copper Cathodes	Box		599	Indianapolis, Ind.	.98	19.60	11,740.40	
	Brass Tubing	Box		600	Grand Haven, Mich.	1.39	27.80	16,680.00	57,292.20
563	Lead and Zinc: Bar, Ingot & Pig		12,646						
	Zinc Slabs	Box		3,161	Cleveland, O.	.58	11.60	36,667.60	
	" "	Box		3,162	Pittsburgh, Pa.	.49	9.80	30,957.60	
	" "	Box		3,161	Detroit, Mich.	.68	13.60	42,989.60	
	" "	Box		3,162	Wardwell, O.	.63	12.60	39,841.20	150,486.00
565	Lead Zinc, NOS		231		1/				
569	Alloys for Steel Manufacture		2,048						
	Silico - Manganese	Box		410	Midland, Mich.	18.40 4/	~~18.40~~ 17.43	~~7,544.00~~ 6,736.30	
	" "	Box		409	Wheeling, W. Va.	13.12 4/	~~13.12~~ 11.71	~~5,366.08~~ 4,785.39	
	" "	Box		410	E. Chicago, Ind.	20.00 4/	~~20.00~~ 17.86	~~8,200.00~~ 7,322.60	
	Ferro Titanium	Box		409	Duquesne, Pa.	.86	~~17.20~~ 17.20	~~7,034.80~~ 7,034.80	
	Ferro Chrome	Box		410	Brackenridge, Pa.	.86	~~17.20~~ 17.20	~~7,052.00~~ 7,052.00	~~35,196.88~~ 32,935.09
571	Metals and Alloys, NOS		22,122						
	Metal Antimony	Box		4,424	Cleveland, O.	1.00	20.00	88,480.00	
	" "	Box		4,425	Granite City, Ill.	1.50	30.00	132,750.00	
	Tin Pig	Box		4,424	Cincinnati, O.	1.15	23.00	101,752.00	
	" "	Box		4,425	Chicago, Ill.	1.40	28.00	123,900.00	
	" "	Box		4,424	Weirton, W. Va.	.94	18.80	83,171.20	530,053.20
573	Iron, Pig		55		1/				
575	Iron and Steel: Billet, Bloom and Ingot		28		1/				
577	Iron and Steel: Bar, Rod & Slab		20		1/				
579	Iron and Steel, NOS		50		1/				
581	Iron and Steel Nails and Wire		971						
	Wire, Iron and Steel	Box		161	Indianapolis, Ind.	1.05	21.00	3,381.00	
	" " " "	Box		162	Chicago, Ill.	1.09	21.80	3,531.60	
	" " " "	Box		162	Springfield, Ill.	1.17	23.40	3,790.80	
	" " " "	Box		162	Washington, Ind.	1.08	21.60	3,499.20	
	" " " "	Box		162	Wooster, O.	.86	17.20	2,786.40	
	" " " "	Box		162	Grand Rapids, Mich.	1.08	21.60	3,499.20	20,488.20

4491

[fol. 4492]

I&S Docket No. 6615
Exhibit No. _____ (RLK-3)
Page 8

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
583	Manufactured Iron and Steel		7,850						
	Manufactured Iron & Steel, NOIBN	Box		1,121	Chicago, Ill.	1.09	21.80	24,437.80	
	" " " " "	Box		1,122	Martins Ferry, O.	.75	15.00	16,830.00	
	" " " " "	Box		1,121	Hammond, Ind.	1.09	21.80	24,437.80	
	" " " " "	Gond.		1,122	Chicago, Ill.	1.09	21.80	24,459.60	
	" " " " "	Gond.		1,121	Martins Ferry, O.	.75	15.00	16,815.00	
	" " " " "	Gond.		1,122	Hammond, Ind.	1.09	21.80	24,459.60	
	" " " " "	Gond.		1,121	Milwaukee, Wisc.	1.15	23.00	25,783.00	157,222.80
585	Cast Iron Pipe and Fittings		31		1/				
587	Iron and Steel Pipe and Fittings, NOS		390		1/				
591	Agricultural Implements, NOS		31		1/				
595	Machinery and Machines, NOS		4,506						
	Printing Press	Box		451	Milwaukee, Wisc.	1.61	32.20	14,522.20	
	" "	Box		450	Chicago, Ill.	1.58	31.60	14,220.00	
	Machinery or Machines, NOIBN	Box		451	Oakley, O.	1.30	26.00	11,726.00	
	" " " "	Box		450	Dearborn, Mich.	1.33	26.60	11,970.00	
	" " " "	Box		451	McKees Rocks, Pa.	1.00	20.00	9,020.00	
	" " " "	Box		450	St. Louis, Mo.	1.69	33.80	15,210.00	
	" " " "	Gond.		451	Oakley, O.	1.30	26.00	11,726.00	
	" " " "	Gond.		450	Whiting, Ind.	1.58	31.60	14,220.00	
	" " " "	Gond.		451	McKees Rocks, Pa.	1.00	20.00	9,020.00	
	" " " "	Gond.		451	St. Louis, Mo.	1.69	33.80	15,243.80	126,878.00
597	Machinery Parts		628		1/				
607	Railway Equipment Parts		71		1/				
611	Vehicles, other than motor		409		1/				
615	Automobiles, Freight		190		1/				
617	Vehicles, Motor, NOS		225		1/				
621	Automobiles and Auto Trucks, KD		5		1/				
623	Vehicles, parts, NOS		667		1/				
625	Airplanes, Aircraft and Parts		44		1/				
627	Tires and tubes, rubber		110		1/				
631	Ammunition and Explosives		39		1/				

4492

I&S Docket No. 6615
Exhibit No. _____ (RLK-3)
Page 9

REVENUES FOR REPRESENTATIVE MOVEMENTS OF IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY VIA PORT OF NEW YORK

Group No.	Commodity Description	Type of Equipment	Total Tons	Statistical Distribution	Destination	Freight Revenues: Rate	Rate Per Ton	Sub-Total	Total
633	Cement, Natural or Portland	Box	231	57	Oak Hill, O.	.65	13.00	741.00	
	" " " "	Box		58	Detroit, Mich.	.67	13.40	777.20	
	" " " "	Box		58	Dayton, O.	.67	13.40	777.20	
	" " " "	Box		58	Plainfield, Ind.	.78	15.60	904.80	3,200.20
639	Brick, NOS, and Building Tile		49						
	Tile, Floor Composition	Box		12	Columbus, O.	.87	17.40	208.80	
	Tile, Clay Glazed	Box		12	Cleveland, O.	.59	11.80	141.60	
	" " "	Box		12	Detroit, Mich.	.66	13.20	158.40	
	" " "	Box		13	Indianapolis, Ind.	.73	14.60	189.80	698.60
641	Refractories		88		1/				
653	Woodpulp	Box	424	106	Middletown, O.	.74	14.80	1,568.80	
		Box		106	Chillicothe, O.	.64	12.80	1,356.80	
		Box		106	Chagrin Falls, O.	.61	12.20	1,293.20	
		Box		106	Peoria, Ill.	.90	18.00	1,908.00	6,126.80
655	Scrap Paper and Rags, Scrap Bagging		2,204						
	" "	Box		551	St. Louis, Mo.	.90	18.00	9,918.00	
	" "	Box		551	Herrin, Ill.	.87	17.40	9,587.40	
	" "	Box		551	Warsaw, Ind.	.77	15.40	8,485.40	
	" "	Box		551	Defiance, O.	.74	14.80	8,154.80	36,145.60
657	Newsprint Paper	Box	4,872	4,872	Louisville, Ky.	.91	18.20	88,670.40	88,670.40
659	Printing Paper		201		1/				
661	Wrapping Paper		95		1/				
665	Paper and Paper Articles, NOS		99		1/				
667	Printed Matter, NOS		12		1/				
669	Paperboard, Fibreboard and Pulpboard		130						
	Fibreboard	Box		32	Chicago, Ill.	.98	19.60	627.20	
	"	Box		33	Detroit, Mich.	.81	16.20	534.60	
	"	Box		32	Sharpsburg, Pa.	.62	12.40	396.80	
	"	Box		33	Newark, O.	.72	14.40	475.20	2,033.80
671	Wallboard	Box	743	185	Detroit, Mich.	.81	16.20	2,997.00	
		Box		186	Chicago, Ill.	.98	19.60	3,645.60	
		Box		186	Cleveland, O.	.72	14.40	2,678.40	
		Box		186	Dayton, O.	.78	15.60	2,901.60	12,222.60

4493

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
673	Building Paper and Prepared Roofing Material		36		1/				
675	Insulating Material, NOS		52		1/				
677	Building Woodwork and Millwork		12		1/				
679	Building Material, NOS		174		1/				
681	Buildings and Houses, Fabricated and Portable, NOS		32		1/				
685	Electrical Equipment & Parts, NOS		261		1/				
691	Hardware, NOS		292		1/				
693	Glass		794						
	Glass, Plate	Box		99	6/ Youngstown, O.		1.33	26.60	2,633.40
	" "	Box		99	7/ Youngstown, O.		1.43	28.60	2,831.40
	" "	Box		99	6/ Toledo, O.		1.68	33.60	3,326.40
	" "	Box		99	7/ Toledo, O.		1.85	37.00	3,663.00
	" "	Gond.		100	6/ Youngstown, O.		1.33	26.60	2,660.00
	" "	Gond.		99	7/ Youngstown, O.		1.43	28.60	2,831.40
	" "	Gond.		100	6/ Toledo, O.		1.68	33.60	3,360.00
	" "	Gond.		99	7/ Toledo, O.		1.85	37.00	3,663.00
									24,968.60
695	Glassware, NOS		28		1/				
697	Glass Bottles, Jars and Packing Glasses, NOS		38		1/				
701	Chinaware, Crockery & Earthenware		820		1/				
703	Woodenware		46		1/				
705	Household Utensils, NOS		148		1/				
713	Floor Covering		77		1/				
715	Furniture, NOS		32		1/				
719	Tools and Parts, NOS		63		1/				

REVENUES FOR REPRESENTATIVE MOVEMENTS OF IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY VIA PORT OF NEW YORK

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Destination	Rate	Rate Per Ton	Sub-Total	Total
721	Abrasives, Not Crude		374						
	Powdered Iron	Box		93	Dayton, O.	1.11	22.20	2,064.60	
	" "	Box		94	Cleveland, O.	1.00	20.00	1,880.00	
	" "	Box		93	Detroit, Mich.	1.16	23.20	2,157.60	
	" "	Box		94	Salem, Ind.	1.30	26.00	2,444.00	8,546.20
723	Bagging: Burlap, Cotton, Gunny and Jute, NOS		6,284						
	Burlap Bagging	Box		1,047	Pittsburgh, Pa.	.88	17.60	18,427.20	
	" "	Box		1,047	Indianapolis, Ind.	.98	19.60	20,521.20	
	" "	Box		1,048	Chicago, Ill.	.98	19.60	20,540.80	
	" "	Box		1,047	St. Louis, Mo.	.98	19.60	20,521.20	
	" "	Box		1,048	Flint, Mich.	.98	19.60	20,540.80	
	" "	Box		1,047	Cincinnati, O.	.98	19.60	20,521.20	121,072.40
725	Bags: Burlap, Cotton, Gunny and Jute, NOS		48		1/				
727	Cotton Cloth and Cotton Fabrics, NOS		390		1/				
729	Cotton Factory Products		325		1/				
735	Rope, Cordage and Binder Twine, NOS		1,875						
	Baler or Binder	Box		468	Chicago, Ill.	1.07	21.40	10,015.20	
	" " "	Box		469	Pittsburgh, Pa.	.67	13.40	6,284.60	
	" " "	Box		469	Hicksville, O.	.94	18.80	8,817.20	
	" " "	Box		469	Louisville, Ky.	1.02	20.40	9,567.60	34,684.60
737	Boots, Shoes and Findings, NOS		16		1/				
739	Luggage and Handbags, NOS		9		1/				
741	Athletic Gymnasium, Playground and Sporting Equipment, NOS		44		1/				
743	Games and Toys		185		1/				
745	Liquors, Alcoholic, NOS		1,774						
	Whiskey - Scotch	Box		296	8/ Chicago, Ill.	1.57	31.40	9,294.40	
	" "	Box		295	9/ Chicago, Ill.	1.25	25.00	7,375.00	
	" "	Box		296	8/ Cleveland, O.	1.08	21.60	6,393.60	
	" "	Box		295	9/ Cleveland, O.	.87	17.40	5,133.00	
	Rum	Box		296	8/ Toledo, O.	1.33	26.60	7,873.60	
	"	Box		296	9/ Toledo, O.	1.06	21.20	6,275.20	42,344.80

REVENUES FOR REPRESENTATIVE MOVEMENT OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
747	Wine		144		1/				
749	Liquors, Malt Beer	Refgr.	1,423	1,423	Chicago, Ill.	.87	17.40	24,760.20	24,760.20
751	Beverages, NOS		587		1/				
755	Syrup, Molasses, Refined		513		1/				
759	Sugar		6,913						
	Sugar, NOIBN	Box		1,383	Allegheny, Pa.	.49	9.80	13,553.40	
	" "	Box		1,382	Brocton, N.Y.	.52	10.40	14,372.80	
	" "	Box		1,383	Columbus, O.	.79	15.80	21,851.40	
	" "	Box		1,382	Wheeling, W. Va.	.57	11.40	15,754.80	
	" "	Box		1,383	Orrville, O.	.77	15.40	21,298.20	86,830.60
761	Candy and Confectionery		288		1/				
763	Food Products, NOS, in Cans and Packages, not frozen		33,274						
	Olives in Barrels	Box		5,318	Chicago, Ill.	.94	18.80	156,378.40	
	" " "	Box		5,319	Terre Haute, Ind.	.93	18.60	154,733.40	
	Lemon Juice Concentrates in Barrels	Box		5,318	Chicago, Ill.	.94	18.80	156,378.40	
	Prepared Cocoanut	Box		5,319	Pittsburgh, Pa.	.60	12.00	99,828.00	567,318.20
767	Starch		313		1/				
771	Matches		56		1/				
773	Feed, Animal and Poultry, NOS		1,566						
	Feed, Animal Poultry, NOS	Box		391	Springfield, O.	.83	16.60	6,490.60	
	" " " "	Box		392	Toledo, O.	.83	16.60	6,507.20	
	" " " "	Box		391	Odell, Wisc.	1.12	22.40	8,753.40	
	" " " "	Box		392	Blue Island, Ill.	1.04	20.80	8,153.60	29,909.80
779	Containers, Metal		76		1/				
785	Containers, NOS		586		1/				
787	Containers, Returned Empty		49		1/				
789	Scrap Iron and Steel		355		1/				

4496

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
795	Waste Material for Remelting, NOS		309		1/				
797	Waste Materials, NOS		11,958						
	Scrap Rubber	Box		2,392	3/ Akron, O.	.54	10.80	25,833.60	
	" "	Box		2,391	3/ Indianapolis, Ind.	.68	13.60	32,517.60	
	" "	Box		2,392	3/ E. St. Louis, Ill.	.82	16.40	39,228.80	
	Jute Waste	Box		2,391	Detroit, Mich.	.83	16.60	39,690.60	
	" "	Box		2,392	Herrin, Ill.	1.15	23.00	55,016.00	192,286.60
799	Manufactures and Miscellaneous, NOS		5,875						
	Iron Mass or Sponge	Box		2,937	Weirton, W. Va.	.59	11.80	34,656.60	
	Carnauba Wax	Box		2,938	Racine, Wisc.	1.36	27.20	79,913.60	114,570.20
950	Forwarder Traffic		66		1/				
	Grand Totals		645,792	625,044					$12,803,835.07
					Revenue per ton				$19.20

4497

FOOTNOTES:
1/ No representative movement in Exhibit 50.
2/ No tonnage moving through New York.
3/ Minimum weight 40,000 pounds.
4/ Applies per 2,240 pounds.
5/ Minimum weight 100,000 pounds.
6/ 120 United Inches and under.
7/ Exceeding 120 United Inches.
8/ 28,000 pounds.
9/ Excess Weight.

SOURCE: I&S Docket No. 6615: Exhibit 50 - JLH-5 and Exhibit 51 - MLM-5 unless otherwise noted.

I&S Docket No. 6615
Exhibit No._____(RLK-3)
Errata Page 3

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Destination	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton 10/	Sub-Total	Total
311	Aluminum Ore & Concentrates								
	Bauxite Ore	Gond.	13,583	13,583	Danville, Ill.	7.41 4/	6.62	89,919.46	89,919.46
317	Zinc Ore & Concentrates								
	Zinc Concentrates	Gond.	2/		Josephtown, Pa.	5.31 4/	4.74		
319	Ores & Concentrates, NOS		16,389						
	Chrome Ore	Gond.		2,731	Marietta, O.	6.36 4/	5.68	15,512.08	
	" "	Gond.		2,732	Relief, O.	6.52 4/	5.82	15,900.24	
	" "	Gond.		2,731	Graham, W.Va.	5.96 4/	5.32	14,528.92	
	Manganese Ore	Gond.		2,732	Marietta, O.	6.36 4/	5.68	15,517.76	
	" "	Gond.		2,731	Philo, O.	6.70 4/	5.98	16,331.38	
	" "	Gond.		2,732	Sou. Duquesne, Pa.	5.96 4/	5.32	14,534.24	92,324.62
569	Alloys for Steel Manufacture		2,048						
	Silico - Manganese	Box		410	Midland, Mich.	18.40 4/	16.43	6,736.30	
	" "	Box		409	Wheeling, W. Va.	13.12 4/	11.71	4,789.39	
	" "	Box		410	E. Chicago, Ind.	20.00 4/	17.86	7,322.60	
	Ferro Titanium	Box		409	Duquesne, Pa.	.86	17.20	7,034.80	
	Ferro Chrome	Box		410	Brackenridge, Pa.	.86	17.20	7,052.00	32,935.09
							Grand Total		$12,003,835.07
							Revenue per ton		$19.20

4498

FOOTNOTE: 10/ Applies per ton of 2,000 pounds.

(7-NSS-4-48. 2050-300)

Exhibit No. _____ (RLK-4)

Affiant: R. L. Keefe

pp. 8-10-18.
p4 - Comm Gr. 311 - Alum. Ore & Concentrate, omitted 56 tons reconciles tonnages shown in Exhibits RLK-4 and RLK-6.

Before The

INTERSTATE COMMERCE COMMISSION

I & S DOCKET NO. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

REVENUES FOR REPRESENTATIVE MOVEMENTS OF

EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY

VIA

PORT OF NEW YORK

MOVING DURING THE PERIOD AUGUST 1, 1955, THROUGH JULY 31, 1956

4499

May 1958

466 Lexington Avenue
New York 17, N. Y.

(7-NSS-4-48-2050-300)

Exhibit No. _____ (RLK-4)
Page 1

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Group No.	Commodity Description	Type of Equipment	Total Tons	Statistical Distribution	Origin	Freight Revenues Rate	Rate Per Ton	Sub-Total	Total
1	Wheat	Box	117,786	29,446	Indianapolis, Ind.	.46	9.20	270,903.20	
		Box		29,447	Louisville, Ky.	.46	9.20	270,912.40	
		Box		29,446	Chicago, Ill. (Prop.)	.33⅓	6.70	197,288.20	
		Box		29,447	Springfield, Ill (Prop.)	.37½	7.50	220,852.50	959,956.30
3	Corn, bagged	Box	66,393	11,065	Chicago, Ill. (Prop.)	.33⅓	6.70	74,135.50	
		Box		11,066	Deshler, O.	.46	9.20	101,807.20	
		Box		11,065	Indianapolis, Ind.	.46	9.20	101,798.00	
		Box		11,066	Pittsburgh, O.	.46	9.20	101,807.20	
		Box		11,065	Milwaukee, Wisc.	.33⅓	6.70	74,135.50	
		Box		11,066	Louisville, Ky.	.46	9.20	101,807.20	555,490.60
5	Sorghum Grain		183		1/				
7	Oats	Box	11,571	2,892	Stewart, Ind.	.46	9.20	26,606.40	
		Box		2,893	Chicago, Ill. (Prop.)	.33⅓	6.70	19,383.10	
		Box		2,893	Hammond, Ind. (Prop.)	.33⅓	6.70	19,383.10	
		Box		2,893	Milwaukee, Wisc. (Prop.)	.33⅓	6.70	19,383.10	84,755.70
9	Barley and Rye		7,310						
	Barley	Box		2,436	Boonville, Ind.	.59	11.80	28,744.80	
	Barley	Box		2,437	Cincinnati, Ohio	.46	9.20	22,420.40	
	Rye	Box		2,437	Chicago, Ill. (Prop.)	.33⅓	6.70	16,327.90	67,493.10
13	Grains, NOS		751		1/				
15	Flour, wheat	Box	40,162	8,032	Dover, O.	.48	9.60	77,107.20	
		Box		8,033	Cleveland, O.	.48	9.60	77,116.80	
		Box		8,032	Homeworth, O.	.48	9.60	77,107.20	
		Box		8,033	Wooster, O.	.48	9.60	77,116.80	
		Box		8,032	Indianapolis, Ind.	.57	11.40	91,564.80	400,012.80
17	Meal, Corn	Box	2,074	414	Cowan, Ind.	.57	11.40	4,719.60	
		Box		415	Grave City, O.	.48½	9.70	4,025.50	
		Box		415	Marion, O.	.48½	9.70	4,025.50	
		Box		415	Bradford, O.	.54	10.80	4,482.00	
		Box		415	Pikeville, O.	.54	10.80	4,482.00	21,734.60
19	Flour, Edible, NOS	Box	20,410	5,102	Hamilton, O	.54	10.80	55,101.60	
		Box		5,103	Fostoria, O.	.48½	9.70	49,499.10	
		Box		5,102	Springfield, Ill.	.74	14.80	75,509.60	
		Box		5,103	Dahlgreen, Ill.	.74	14.80	75,524.40	255,634.70

4500

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Group No.	Commodity Description	Type of Equipment	Total Tons	Statistical Distribution	Origin	Freight Revenues Rate	Rate Per Ton	Sub-Total	Total
21	Cereal Food Preparations, NOS	Box	3,010	3,010	Battle Creek, Mich.	.65½	13.10	39,431.00	39,431.00
23	Mill Products, NOS		3,096						
	Cracked Corn, NOS	Box		1,548	Pittsburgh, O.	.54	10.80	16,718.40	
	" " "	Box		1,548	Greenville, O.	.54	10.80	16,718.40	33,436.80
25	Hays		95		1/				
27	Straw		12		1/				
29	Tobacco, Unmanufactured		1,189						
	Leaf Tobacco	Box		594	Wheeling, W. Va.	1.12	22.40	13,305.60	
	" "	Box		595	Louisville, Ky.	1.36	27.20	16,184.00	29,489.60
35	Cotton Linters, Noils and Regins		17		1/				
43	Soybeans	Box	2/		Columbus, O	.48½	9.70		
		Box			Toledo, O.	.48½	9.70		
		Box			Chicago, Ill.	.64½	12.90		
		Box			Decatur, Ill.	.71½	14.30		
45	Soybean Oil Cake and Meal		12,006						
	Soybean Meal	Box		4,002	Painesville, O.	.42½	8.50	34,017.00	
	" "	Box		4,002	Decatur, Ill.	.74	14.80	59,229.60	
	" "	Box		4,002	Bellevue, O.	.48½	9.70	38,819.40	132,066.00
47	Vegetable and Nut Oil - Cake and Meal, NOS		89						
	Linseed Oil Meal	Box		44	Chicago, Ill.	.67	13.40	589.60	
	" " "	Box		45	Painesville, O.	.42½	8.50	382.50	972.10
49	Apples, Fresh, Not Frozen		40		1/				4501
53	Berries, Fresh, Not Frozen		17		1/				
61	Oranges and Grapefruit		41		1/				
67	Watermelons		20		1/				
69	Fruits, Fresh, NOS, Not Frozen		47		1/				
73	Fruits and Berries, Fresh, Frozen		23		1/				
75	Coffee		123		1/				

[fol. 4502]

I&S Docket No. 6615
Exhibit No. _____(RLK-4)
Page 3

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Origin	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
77	Cabbage		30		1/				
79	Celery		517		1/				
85	Potatoes, other than sweet		18		1/				
89	Vegetables, Fresh, NOS, Not Frozen		94		1/				
91	Beans and Peas, Dried		209		1/				
103	Malt, NOS	Box	9,986	1,997	Milwaukee, Wisc.	.67	13.40	26,759.80	
		Box		1,997	Cincinnati, O.	.54	10.80	21,567.60	
		Box		1,997	St. Louis, Mo.	.74	14.80	29,555.60	
		Box		1,997	Manitowac, Wisc.	.67	13.40	26,759.80	
		Box		1,998	Chicago, Ill.	.67	13.40	26,773.20	131,416.00
105	Flaxseed		63		1/				
107	Seeds, NOS		127		1/				
199	Products of Agriculture, NOS		2,598		1/				
207	Sheep and Goats, Single Deck		52		1/				
211	Swine, Single Deck		22		1/				
213	Swine, Double Deck		14		1/				
215	Meats, Fresh		10,279						
	Meats, Fresh, NOS	Refgr.		3,426	Chicago, Ill.	1.20	24.00	82,224.00	
	" " "	Refgr.		3,426	Cincinnati, O.	1.06	21.20	72,631.20	
	" " "	Refgr.		3,427	Indianapolis, Ind.	1.06	21.20	72,652.40	227,507.60
217	Meats, Cooked, Cured, Dried and Smoked		10,534						
	Canned Meats	Refgr.		5,267	5/ Brighton, O.	.96	19.20	101,126.40	
	" "	Refgr.		5,267	5/ Chicago, Ill.	.83	16.60	87,432.20	188,558.60
219	Packing House Products Edible, NOS		57,030						
	Lard, NOS	Refgr.		11,406	Dayton, O.	.91	18.20	207,589.20	
	" "	Refgr.		11,406	Chicago, Ill.	.83	16.60	189,339.60	
	" "	Refgr.		11,406	Cleveland, O.	.78	15.60	177,933.60	
	" "	Refgr.		11,406	Davenport, Ia.	1.24	24.80	282,868.80	
	" "	Refgr.		11,406	Cincinnati, O.	.96	19.20	218,995.20	1,076,726.40

4502

I&S Docket No. 6615
Exhibit No. _____ (RLK-4)
Page 4

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Origin	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
221	Margarine, NOS		67		1/				
225	Poultry, Dressed and Frozen		338		1/				
227	Eggs		16		1/				
229	Butter	Refgr.	7,603	3,801	Chicago, Ill.	1.37	27.40	104,147.40	
		Refgr.		3,802	Cleveland, O.	.99	19.80	75,279.60	179,427.00
231	Cheese	Refgr.	4,232	846	Chicago, Ill.	1.37	27.40	23,180.40	
		Refgr.		847	Green Bay, Wisc.	1.47	29.40	24,901.80	
		Refgr.		846	Cincinnati, O.	1.13	22.60	19,119.60	
		Refgr.		847	Osborn, Ind.	1.37	27.40	23,207.80	
		Refgr.		846	Dubuque, Ia.	1.53	30.60	25,887.60	116,297.20
233	Dairy Products, NOS		367						
	Butter Oil	Refgr.		183	Oconto, Wisc.	1.47	29.40	5,380.20	
	" "	Refgr.		184	Green Bay, Wisc.	1.47	29.40	5,409.60	10,789.80
237	Wool and Mohair, NOS		82		1/				
239	Hides, Skins and Pelts, NOS		7,323						
	Hides, Green Salted	Box		1,830	Detroit, Mich.	.90	18.00	32,940.00	
	" " "	Box		1,831	New Castle, Pa.	.79	15.80	28,929.80	
	" " "	Box		1,831	Galewood, Ill.	1.15	23.00	42,113.00	
	" " "	Box		1,831	Dubuque, Ia.	1.28	25.60	46,873.60	150,856.40
241	Leather, NOS		32		1/				
245	Fish and Sea Animal Oil		24		1/				
299	Animals and Products, NOS		25,982						
	Animal Tallow Inedible	Box		5,196	Cincinnati, O.	.72	14.40	74,822.40	
	" " "	Box		5,197	Chicago, Ill.	.89	17.80	92,506.60	
	" " "	Box		5,196	Cleveland, O.	.64	12.80	66,508.80	
	" " "	Box		5,197	St. Louis, Mo.	.96	19.20	99,782.40	
	" " "	Box		5,196	Dover, O.	.62	12.40	64,430.40	398,050.60
307	Coke		257						
	Petroleum Coke	Cond.		85	Kenova, W. Va.	6.10 2/	6.10	518.50	
	" "	Cond.		86	Gibson, Ind.	7.10 2/	7.10	610.60	
	" "	Cond.		86	Chicago, Ill.	7.10 2/	7.10	610.60	1,739.70
311	Aluminum Ore & Concentrate		56	Inadvertently omitted					
319	Ores and Concentrates, NOS		672		1/				

[fol. 4504]

I&S Docket No. 6615
Exhibit No. _____ (RLK-4)
Page 5

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Origin	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
321	Barytes		20		1/				
323	Clay and Bentonite		104		1/				
325	Sand, Industrial,		378		1/				
327	Gravel and Sand, NOS		66		1/				
329	Stone and Rock: Broken, Ground and Crushed		12		1/				
339	Asphalt		329		1/				
341	Salt	Box	2,277	2,277	Manistee, Mich.	.56	11.20	25,502.40	25,502.40
343	Phosphate Rock		29		1/				
345	Sulphur		74		1/				
399	Products of Mines, NOS Roasted Dolomite	Box	308	308	Marlo, O.	7.07 3/	7.07	2,177.56	2,177.56
401	Logs, Butts and Bolts		1,717		1/				
403	Posts, Poles, and Pilings, Wooden		7		1/				
407	Ties, Railroad		28		1/				
409	Pulpwood		50		1/				
411	Lumber, Shingles and Lath		898		1/				
413	Box Crate and Cooperage Materials		380		1/				
417	Rosin and Turpentine		26		1/				
499	Products of Forests, NOS		204		1/				
503	Fuel, Road and Petroleum Residual Oil, NOS		106		1/				
505	Lubricating Oil and Greases Lubricating Oil		42,145						
	" "	Box		7,024	Columbus, O.	.83	16.60	116,598.40	
	" "	Box		7,024	Cleveland, O.	.81	16.20	113,788.80	
	" "	Box		7,024	Pittsburgh, Pa.	.58	11.60	81,478.40	
	" "	Box		7,024	Petrolia, Pa.	.58	11.60	81,478.40	
	" "	Box		7,024	Freedom, Pa.	.58	11.60	81,478.40	
	" "	Box		7,025	Rouseville, Pa.	.58	11.60	81,490.00	556,312.40

4504

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Origin	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
507	Petroleum Products, Refined, NOS		44,231						
	Petrolatum	Box		14,743	Karns City, Pa.	.58	11.60	171,018.80	
	Petroleum Wax	Box		14,744	Petrolia, Pa.	.58	11.60	171,030.40	
	Petroleum Oil, NOIBN	Box		14,744	Lima, O.	.88	17.60	259,494.40	601,543.60
509	Gases, other than Petroleum, NOS		370		1/				
511	Cottonseed Oil		77		1/				
513	Linseed Oil		59		1/				
515	Soybean Oil	Box	115,440	28,860	Kanakee, Ill.	1.10	22.00	634,920.00	
		Box		28,860	Painesville, O.	.81	16.20	467,532.00	
		Box		28,860	Decatur, Ill.	1.13	22.60	652,236.00	
		Box		28,860	Ivorydale, O.	.93	18.60	536,796.00	2,291,484.00
517	Vegetable and Nut Oils, NOS		4,501						
	Vegetable Oil, NOIBN	Box		1,125	Chicago, Ill	1.10	22.00	24,750.00	
	" " "	Box		1,125	Decatur, Ill.	1.13	22.60	25,425.00	
	" " "	Box		1,125	Painesville, O.	.81	16.20	18,225.00	
	" " "	Box		1,126	New Castle, Pa.	.75	15.00	16,890.00	85,290.00
519	Oils, NOS		299		1/				
521	Oils, Foots Sediment and Tank Bottoms		148		1/				
523	Rubber, Crude, Natural and Synthetic		15,565						
	Neoprene Rubber	Box		3,891	Louisville, Ky.	.96	19.20	74,707.20	
	" "	Box		3,891	Chicago, Ill.	1.16	23.20	90,271.20	
	" "	Box		3,891	Akron, O.	.87	17.40	67,703.40	
	" "	Box		3,892	Painesville, O.	.87	17.40	67,720.80	300,402.60
525	Rubber Goods, NOS		1,106						
	Rubber Goods, NOIBN	Box		1,106	Akron, O.	1.08	21.60	23,889.60	23,889.60
527	Chemicals, NOS		19,722						
	Ultramine Blue	Box		4,930	Huntington, W. Va.	1.19	23.80	117,334.00	
	Chemicals, NOS	Box		4,931	Chicago, Ill.	1.42	28.40	140,040.40	
	" "	Box		4,930	Marietta, O.	1.12	22.40	110,432.00	
	" "	Box		4,931	Louisville, Ky.	1.50	30.00	147,930.00	515,736.40
531	Acids, NOS		4,683						
	Phthalic Anhydride	Box		2,341	4/ Chicago, Ill.	.90	18.00	42,138.00	
	" "	Box		2,342	4/ Ironton, O.	.69	13.80	32,319.60	74,457.60

[fol. 4506]

I&S Docket No. 6615
Exhibit No. _____ (RLK-4)
Page 7

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Origin	Rate	Rate Per Ton	Sub-Total	Total
533	Sodium (Soda) Products		18,056						
	Liquid Caustic Soda	Box		9,028	S. Charleston, W. Va.	.59	11.80	106,530.40	
	Sodium Phosphate	Box		9,028	Trenton, Mich.	13.33 3/	13.33	120,343.24	226,873.64
535	Alcohols, NOS		487		1/				
539	Fertilizers, NOS		1,513						
	Sulphate of Ammonia	Box		756	Bessemer, Pa.	6.85 3/	6.85	5,178.60	
	" " "	Box		757	Gary, Ind.	10.92 3/	10.92	8,266.44	13,445.04
541	Insecticides and Fungicides, NOS		3,693						
	Insecticides, NOIBN	Box		1,231	So. Charleston, W. Va.	.75	15.00	18,465.00	
	" "	Box		1,231	Racine, Wisc.	1.06	21.20	26,097.20	
	" "	Box		1,231	St. Louis, Mich.	.99	19.80	24,373.80	68,936.00
543	Tar, Pitch and Creosote		267		1/				
545	Tanning Material, NOS		380		1/				
547	Paint, Paint Material, Putty and Varnish		10,092						
	Paint, NOIBN	Box		2,523	Cleveland, O.	1.00	20.00	50,460.00	
	" "	Box		2,523	Yorkville, O.	.93	18.60	46,927.80	
	" "	Box		2,523	Huntington, W. Va.	1.03	20.60	51,973.80	
	" "	Box		2,523	Institute, W. Va.	1.00	20.00	50,460.00	199,821.60
549	Plastics		6,340						
	Synthetic Resin	Box		1,585	Marietta, O.	1.03	20.60	32,651.00	
	" "	Box		1,585	Ottawa, Ill.	1.51	30.20	47,867.00	
	" "	Box		1,585	Ficklin, Ill.	1.49	29.80	47,233.00	
	" "	Box		1,585	Chicago, Ill.	1.48	29.60	46,916.00	174,667.00
551	Cellulose Articles, NOS		39		1/				
553	Drugs, Medicines, Toilet Prep.		2,723						
	Disinfectants, NOIBN	Box		544	Wyandotte, Mich.	1.37	27.40	14,905.60	
	Drugs, NOIBN	Box		545	St. Louis, Mo.	1.63	32.60	17,767.00	
	" "	Box		544	Chicago, Ill.	1.42	28.40	15,449.60	
	" "	Box		545	Detroit, Mich.	1.37	27.40	14,933.00	
	" "	Box		545	Terre Haute, Ind.	1.42	28.40	15,478.00	78,533.20
555	Aluminum Bar Ingot, Pig & Slab		1,289						
	Aluminum Ingots, Pig & Slab	Box		322	Chicago, Ill.	1.27	25.40	8,178.80	
	" " " "	Box		322	Heath, O.	1.04	20.80	6,697.60	
	" " " "	Box		322	Brighton, O.	1.09	21.80	7,019.60	
	" " " "	Box		323	Louisville, Ky.	1.22	24.40	7,881.20	29,777.20

4526

I&S Docket No. 6615
Exhibit No. _____ (RLK-4)
Page 8

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Origin	Rate	Rate Per Ton	Sub-Total	Total
557	Aluminum, NOS		401		1/				
561	Copper, Brass and Bronze, NOS		1,991						
	Copper tubing	Box		663	St. Louis, Mo.	1.89	37.80	25,061.40	
	Copper cable	Box		664	Cleveland, O.	1.11	22.20	14,740.80	
	Copper wire	Box		664	Glassport, Pa.	.98	19.60	13,014.40	52,816.60
563	Lead and Zinc: Bar, Ingot & Pig		37		1/				
565	Lead, Zinc, NOS		245		1/				
567	Magnesium Metal and Alloy		16		1/				
569	Alloys for Steel Manufacture		1,163						
	Ferro Chrome	Box		290	Marietta, O.	18.86 13/	~~18.86~~ 14.84	~~5,469.40~~ 4,883.60	
	" "	Box		291	Graham, W. Va.	19.46 13/	~~19.46~~ 17.38	~~5,662.86~~ 5,057.58	
	" "	Box		291	Lorain, O.	20.30 13/	~~20.30~~ 18.12	~~5,907.30~~ 5,272.72	
	" "	Box		291	Peoria, Ill.	1.43	~~28.60~~ 28.60	~~8,320.60~~ 8,320.60	~~25,360.16~~ 23,636.70
571	Metals and Alloys, NOS		258		1/				
573	Iron Pig		87		1/				
575	Iron & Steel: Billet, Bloom, and Ingot		11,951						
	Steel Billets	Gond.		2,987	Youngstown, O.	9.96 13/	~~9.96~~ 8.87	~~29,750.52~~ 26,554.43	
	" "	Gond.		2,988	Warren, O.	9.96 13/	~~9.96~~ 8.89	~~29,760.48~~ 26,568.32	
	" "	Gond.		2,988	Canton, O.	10.21 13/	~~10.21~~ 9.12	~~30,507.48~~ 27,250.56	
	" "	Gond.		2,988	Pittsburgh, Pa.	9.21 13/	~~9.21~~ 8.22	~~27,519.48~~ 24,561.36	~~117,537.96~~ 104,909.67
577	Iron and Steel, Bar Rod & Slab		1,314						
	Rods Coiled, Iron & Steel	Gond.		438	St. Louis, Mo.	.85	17.00	7,446.00	
	Bars Sheet & Tinplate	Gond.		438	Warren, O.	.49	9.80	4,292.40	
	" " " "	Gond.		438	Pittsburgh, Pa.	.45	9.00	3,942.00	15,680.40
579	Iron and Steel, NOS		138		1/				
581	Iron and Steel Nails & Wire (Woven & Not Woven)		11,482						
	Nails, Iron & Steel	Box		2,870	Aliquippa, Pa.	.44	8.80	25,256.00	
	" " "	Box		2,871	Troy, O.	.60	12.00	34,452.00	
	" " "	Box		2,870	Wheeling, W. Va.	.44	8.80	25,256.00	
	" " "	Box		2,871	Gary, Ind.	.73	14.60	41,916.60	126,880.60

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[fol. 4508]

I&S Docket No. 6615
Exhibit No. _____ (RLK-4)
Page 9

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Origin	Rate	Rate Per Ton	Sub-Total	Total
583	Manufactured Iron and Steel		580,073						
	Bars, Iron and Steel	Box		64,452	Youngstown, O.	.48	9.60	618,739.20	
	Mfg. I.&S., NOIBN	Box		64,453	Massillon, O.	.49	9.80	631,639.40	
	" " "	Box		64,452	Pittsburgh, Pa.	.44	8.80	567,177.60	
	" " "	Box		64,453	Chicago, Ill.	.73	14.60	941,013.80	
	Tinplate	Box		64,452	Yorkville, O.	.44	8.80	567,177.60	
	Bars, Iron and Steel	Gond.		64,453	Youngstown, O.	.48	9.60	618,748.80	
	Mfg. I.&S., NOIBN	Gond.		64,452	Massillon, O.	.49	9.80	631,629.60	
	" " "	Gond.		64,453	Pittsburgh, Pa.	.44	8.80	567,186.40	
	" " "	Gond.		64,453	Chicago, Ill.	.73	14.60	941,013.80	6,084,326.20
585	Cast Iron Pipe and Fittings		425		1/				
587	Iron & Steel Pipe & Fittings		71,754						
	Pipe and Fittings Iron & steel	Gond.		14,350	Moundsville, W. Va.	.44	8.80	126,280.00	
	" " " " " "	Gond.		14,351	Allegheny, Pa.	.44	8.80	126,288.80	
	" " " " " "	Gond.		14,351	Chicago, Ill.	.73	14.60	209,524.60	
	" " " " " "	Gond.		14,351	Massillon, O.	.49	9.80	140,639.80	
	Wrought Iron Pipe	Gond.		14,351	S. Lorain, O.	.49	9.80	140,639.80	743,373.00
589	Tanks, NOS		2,348						
	I&S Tanks	Gond.		587	Columbiana, O.	1.03	20.60	12,092.20	
	" "	Gond.		587	Louisville, Ky.	1.49	29.80	17,492.60	
	Pontoon Tanks	Gond.		587	Ft. Wayne, Ind.	1.39	27.80	16,318.60	
	Wooden Tanks	Gond.		587	Massillon, O.	.97	19.40	11,387.80	57,291.20
591	Agricultural Implements		15,088						
	Agricultural Implements, NOIBN	Box		3,772	Moline, Ill.	.92	18.40	69,404.80	
	" " "	Box		3,772	South Bend, Ind.	.86	17.20	64,878.40	
	" " "	Box		3,772	Chicago, Ill.	.92	18.40	69,404.80	
	" " "	Box		3,772	Louisville, Ky.	.80	16.00	60,352.00	264,040.00
593	Agricultural Implement Parts, NOS		1,514						
	Plow Parts & Harrow Disc	Box		252	South Bend, Ind.	.86	17.20	4,334.40	
	Agricultural Implement Parts, NOS	Box		253	Burlington, Iowa	.92	18.40	4,655.20	
	" " " "	Box		252	Midland, Pa.	.59	11.80	2,973.60	
	" " " "	Box		253	Racine, Wisc.	.92	18.40	4,655.20	
	" " " "	Box		252	Battle Creek, Mich.	.84	16.80	4,233.60	
	" " " "	Box		252	Bucyrus, O.	.70	14.00	3,528.00	24,380.00
595	Machinery and Machines, NOS		162,400						
	Printing Presses	Box		40,600	Chicago, Ill.	1.58	31.60	1,282,960.00	
	Crane or Derricks	Gond.		40,600	Loraine, O.	.92	18.40	747,040.00	
	Road Graders	Gond.		40,600	Indianapolis, Ind.	.84	16.80	682,080.00	
	Machinery, NOIBN.	Box		40,600	Oakley, O.	1.30	26.00	1,055,600.00	3,767,680.00

4508

I&S Docket No. 6615
Exhibit No. _____ (RLK-4)
Page 10

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Origin	Rate	Rate Per Ton	Sub-Total	Total
597	Machinery Parts		30,187						
	Rolling Mill Rolls, NOS	Gond.		7,546	6/ Lima, O.	.59	11.80	89,042.80	
	Ore Milling Mach. Parts	Gond.		7,547	Milwaukee, Wisc.	1.61	32.20	243,013.40	
	Ice Cans	Box		7,547	Niles, O.	1.03	20.60	155,468.20	
	" "	Box		7,547	Christy Park, Pa.	1.00	20.00	150,940.00	638,464.40
601	Business and Office Machines, NOS		3,282						
	Cash Registers	Box		3,282	Dayton, O.	1.73	34.60	113,557.20	113,557.20
603	Railway Equipment Moved on Own Wheels		945		1/				
605	Railway Equipment SU Not on Own Wheels		2,897						
	Locomotive Not Moved on Own Wheels	Flat		965	Erie, Pa.	.85	17.00	16,405.00	
	" " " " " "	Flat		966	Chicago, Ill.	1.58	31.60	30,525.60	
	" " " " " "	Flat		966	St. Louis, Mo.	1.69	33.80	32,650.80	79,581.40
607	Railway Equipment Parts		16,462						
	Brake Shoes Railway	Box		2,743	Lordstown, O.	.50	10.00	27,430.00	
	Car Wheels	Box		2,744	Verona, Pa.	.45	9.00	24,696.00	
	Air Brake Equipment	Box		2,743	Wilmerding, Pa.	1.11	22.20	60,894.60	
	Springs	Box		2,744	Pittsburgh, Pa.	.94	18.80	51,587.20	
	Couplers	Box		2,744	Alliance, O.	.50	10.00	27,440.00	
	Underframes	Gond.		2,744	East St. Louis, Ill.	.85	17.00	46,648.00	238,695.80
609	Rails & Railway Track Material Iron & Steel		3,751						
	Rails	Gond.		937	Bessemer, Pa.	13.09 13/	~~13.09~~ 11.69	~~12,265.33~~ 10,953.53	
	Rails	Gond.		938	Carnegie, Pa.	13.09 13/	~~13.09~~ 11.69	~~12,278.42~~ 10,965.22	
	Spikes	Box		938	Neville Island, Pa.	.44	~~8.80~~ 8.80	~~8,254.40~~ 8,254.40	
	Track Material	Box		938	Gary, Ind.	.75	~~15.00~~ 15.00	~~14,070.00~~ 14,070.00	~~46,868.15~~ 44,243.15
611	Vehicles Other Than Motor		3,759						
	Children's Vehicles & Wagons	Box		537	Akron, O.	1.42	28.40	15,250.80	
	Trailers Other Than Motor, NOIBN	Box		537	7/ Oakley, O.	1.30	26.00	13,962.00	
	" " " " "	Box		537	7/ Fort Wayne, Ind.	1.39	27.80	14,928.60	
	" " " " "	Gond.		537	7/ Oakley, O.	1.30	26.00	13,962.00	
	" " " " "	Gond.		537	7/ Fort Wayne, Ind.	1.39	27.80	14,928.60	
	Warehouse Hand Trucks	Box		537	8/ Niles, Ohio	1.03	20.60	11,062.20	
	Lift Trucks	Box		537	8/ Peoria, Ill.	1.64	32.80	17,613.60	101,707.80

4509

[fol. 4510]

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Origin	Rate	Rate Per Ton	Sub-Total	Total
613	Automobiles - Passenger		57,299						
	Automobiles Passenger Set Up	Box		9,549 9/	Detroit, Mich.	2.10 14/	42.00	401,058.00	
	" " " "	Box		9,550 11/	Detroit, Mich.	2.10 14/	42.00	401,100.00	
	" " " "	Box		9,550 10/	Detroit, Mich.	2.53	50.60	483,230.00	
	" " " "	Box		9,550 10/	Flint, Mich.	2.67	53.40	509,970.00	
	" " " "	Box		9,550 10/	Kenosha, Wisc.	3.09	61.80	590,190.00	
	" " " "	Box		9,550 10/	Springfield, O.	2.36	47.20	450,760.00	2,836,308.00
615	Automobiles Freight		9,497						
	Autos Freight	Flat		1,187	Detroit, Mich.	1.18	23.60	28,013.20	
	" "	Flat		1,187	Springfield, O.	1.26	25.20	29,912.40	
	" "	Flat		1,187	South Bend, Ind.	1.45	29.00	34,423.00	
	" "	Flat		1,187	Kenosha, Wisc.	1.53	30.60	36,322.20	
	" "	Gond.		1,187	Detroit, Mich.	1.18	23.60	28,013.20	
	" "	Gond.		1,187	Springfield, O.	1.26	25.20	29,912.40	
	" "	Gond.		1,187	South Bend, Ind.	1.45	29.00	34,423.00	
	" "	Gond.		1,188	Kenosha, Wisc.	1.53	30.60	36,352.80	257,372.20
617	Vehicles, Motor, NOS		68,842						
	Fire Fighting Equipment	Flat		8,605	Dayton, O.	1.75	35.00	301,175.00	
	Farm Tractors	Flat		8,606	Deerfield, Ill.	.95	19.00	163,514.00	
	" "	Flat		8,605	Peoria, Ill.	.95	19.00	163,495.00	
	" "	Flat		8,606	Racine, Wisc.	.95	19.00	163,514.00	
	Fire Fighting Equipment	Gond.		8,605	Dayton, O.	1.75	35.00	301,175.00	
	Farm Tractors	Gond.		8,605	Deerfield, Ill.	.95	19.00	163,495.00	
	" "	Gond.		8,605	Peoria, Ill.	.95	19.00	163,495.00	
	" "	Gond.		8,605	Racine, Wisc.	.95	19.00	163,495.00	1,583,358.00
619	Military Vehicles, NOS		1,113						
	Military Tractor Tanks	Flat		139	Battle Creek, Mich.	1.44	28.80	4,003.20	
	" " "	Flat		139	Peoria, Ill.	1.66	33.20	4,614.80	
	Military Vehicles, NOS	Flat		139	Rock Island, Ill.	2.27	45.40	6,310.60	
	" " "	Flat		139	Toledo, O.	1.18	23.60	3,280.40	
	Military Tractor Tanks	Gond.		139	Battle Creek, Mich.	1.44	28.80	4,003.20	
	" " "	Gond.		139	Peoria, Ill.	1.66	33.20	4,614.80	
	Military Vehicles, NOS	Gond.		139	Rock Island, Ill.	2.27	45.40	6,310.60	
	" " "	Gond.		140	Toledo, O.	1.18	23.60	3,304.00	36,441.60
621	Automobiles & Auto Trucks KD		120,068						
	Autos Boxed	Flat		15,008	Springfield, O.	1.26	25.20	378,201.60	
	" "	Flat		15,009	Detroit, Mich.	1.18	23.60	354,212.40	
	" "	Flat		15,008	Kenosha, Wisc.	1.53	30.60	459,244.80	
	" "	Flat		15,009	Wagon Works, O.	1.18	23.60	354,212.40	
	" "	Gond.		15,008	Springfield, O.	1.26	25.20	378,201.60	
	" "	Gond.		15,009	Detroit, Mich.	1.18	23.60	354,212.40	
	" "	Gond.		15,008	Kenosha, Wisc.	1.53	30.60	459,244.80	
	" "	Gond.		15,009	Wagon Works, O.	1.18	23.60	354,212.40	3,091,742.40

I&S Docket No. 6615
Exhibit No. _____ (RLK-4)
Page 12

REVENUES FOR REPRESENTATIVE MOVEMENTS OF EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY VIA PORT OF NEW YORK

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Origin	Rate	Rate Per Ton	Sub-Total	Total
623	Vehicle Parts, NOS		91,818						
	Auto Parts	Box		15,303	Detroit, Mich.	1.18	23.60	361,150.80	
	" "	Box		15,303	Springfield, O.	1.26	25.20	385,635.60	
	" "	Box		15,303	Kenosha, Wisc.	1.53	30.60	468,271.80	
	" "	Box		15,303	Chicago, Ill.	1.53	30.60	468,271.80	
	" "	Box		15,303	Peoria, Ill.	1.70	34.00	520,302.00	
	" "	Box		15,303	South Bend, Ind.	1.45	29.00	443,787.00	2,647,419.00
625	Airplanes, Aircraft and Parts		427		1/				
627	Tires and Tubes Rubber		33,086						
	Tires and Tubes Rubber	Box		8,271	Akron, O.	1.06	21.20	175,345.20	
	" " " "	Box		8,272	Columbus, O.	1.08	21.60	178,675.20	
	" " " "	Box		8,271	Louisville, Ky.	1.37	27.40	226,625.40	
	" " " "	Box		8,272	Shelby, O.	1.10	22.00	181,984.00	762,629.80
629	Guns, Small Arms and Parts, NOS		608		1/				
631	Ammunition and Explosives	Box	34,454	3,445	5/ Atlas, O.	1.48	29.60	101,972.00	
		Box		3,446	12/ Atlas, O.	1.18	23.60	81,325.60	
		Box		3,445	5/ Crane, Ind.	1.94	38.80	133,666.00	
		Box		3,446	12/ Crane, Ind.	1.55	31.00	106,826.00	
		Box		3,445	5/ Proving Ground, Ill.	2.15	43.00	148,135.00	
		Box		3,446	12/ Proving Ground, Ill.	1.72	34.40	118,542.40	
		Box		3,445	5/ Charlestown, Ind.	1.91	38.20	131,599.00	
		Box		3,446	12/ Charlestown, Ind.	1.52	30.40	104,758.40	
		Box		3,445	5/ Kingsbury, Ind.	1.89	37.80	130,221.00	
		Box		3,445	12/ Kingsbury, Ind.	1.50	30.00	103,350.00	1,160,395.40
633	Cement: Natural & Portland		473		1/				
635	Cement, NOS		1,273						
	High Temperature Bonding	Box		636	Bellevue, Pa.	8.44 3/	8.44	5,367.84	
	High Temperature Mortar	Box		637	Cleveland, O.	8.44 3/	8.44	5,376.28	10,744.12
639	Brick and Building Tile		1,309						
	Facing Tile	Box		436	Anderson, Ind.	.73	14.60	6,365.60	
	" "	Box		436	Zanesville, O.	.58	11.60	5,057.60	
	Hollow Building Tile	Box		437	Magnolia, O.	8.84 3/	8.84	3,863.08	15,286.28
641	Refractories		4,105						
	Firebrick	Box		1,026	Firebrick, O.	9.32 3/	9.32	9,562.32	
	"	Box		1,026	Allegheny, Pa.	8.24 3/	8.24	8,454.24	
	"	Box		1,026	Mineral City, O.	8.84 3/	8.84	9,069.84	
	"	Box		1,027	Louisville, Ky.	12.77 3/	12.77	13,114.79	40,201.19

4511

[fol.4512]

I&S Docket No. 6615
Exhibit No. _____(RLK-4)
Page 13

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Origin	Rate	Rate Per Ton	Sub-Total	Total
643	Artificial Stone, NOS		28		1/				
645	Lime, NOS		461		1/				
647	Plaster: Stucco and Wall		163		1/				
649	Sewer Pipe and Drain Tile (Not Metal)		65						
	Ceramic Tile	Box		32	Zanesville, O.	1.00	20.00	640.00	
	" "	Box		33	East Sparta, O.	.97	19.40	640.20	1,280.20
653	Woodpulp		17		1/				
655	Scrap Paper & Rags		8,934						
	Rags	Box		1,489	Kenosha, Wisc.	.83	16.60	24,717.40	
	"	Box		1,489	Piqua, O.	.68	13.60	20,250.40	
	"	Box		1,489	Columbus, O.	.64	12.80	19,059.20	
	"	Box		1,489	Chicago, Ill.	.83	16.60	24,717.40	
	"	Box		1,489	Pittsburgh, Pa.	.54	10.80	16,081.20	
	"	Box		1,489	Jeffersonville, Ind.	.80	16.00	23,824.00	128,649.60
657	Newsprint Paper		237		1/				
659	Printing Paper, NOS		9,284						
	Printing Paper	Box		2,321	Middletown, O.	.87	17.40	40,385.40	
	" "	Box		2,321	Hamilton, O.	.87	17.40	40,385.40	
	" "	Box		2,321	Chillicothe, O.	.78	15.60	36,207.60	
	" "	Box		2,321	Otsego, Mich.	.98	19.60	45,491.60	162,470.00
661	Wrapping Paper		593		1/				
663	Paper Bags		104		1/				
665	Paper and Paper Articles		1,081						
	Paper Articles, NOIBN	Box		270	Chicago, Ill.	1.05	21.00	5,670.00	
	" " "	Box		270	Brighton, O.	.87	17.40	4,698.00	
	" " "	Box		270	Chillicothe, O.	.78	15.60	4,212.00	
	" " "	Box		271	Cleveland, O.	.78	15.60	4,227.60	18,807.60
667	Printed Matter, NOS		1,067						
	Books, NOS	Box		213	Dayton, O.	1.70	34.00	7,242.00	
	" "	Box		214	Racine, Wisc.	2.20	44.00	9,416.00	
	Calendars Rolled in Packages	Box		213	E. St. Louis, Ill.	1.15	23.00	4,899.00	
	Printed Forms	Box		214	Dayton, O.	.86	17.20	3,680.80	
	" "	Box		213	Shelby, O.	.80	16.00	3,408.00	28,645.80

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REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity						Freight Revenues			
Group No.	Description	Type Equipment	Total Tons	Statistical Distribution	Origin	Rate	Rate Per Ton	Sub-Total	Total
669	Paperboard, Fibreboard and Pulpboard		2,017						
	Paperboard	ox		672	Hamilton, O.	.80	16.00	10,752.00	
	"	Box		672	Rittman, O.	.72	14.40	9,676.80	
	"	Box		673	Middletown, O.	.80	16.00	10,768.00	31,196.80
671	Wallboard		120		1/				
673	Building Paper and Prepared Roofing Materials		720		1/				
675	Insulating Materials, NOS		3,209						
	Mineral Wool	Box		1,069	Newark, O.	.76	15.20	16,248.80	
	" "	Box		1,070	Columbus, O.	.77	15.40	16,478.00	
	" "	Box		1,070	Lockland, O.	.84	16.80	17,976.00	50,702.80
677	Building, Woodwork and Millwork		78		1/				
679	Building Materials, NOS		824		1/				
681	Buildings and Houses, Fabricated and Portable, NOS		932		1/				
683	Asbestos Articles, NOS		35		1/				
685	Electrical Equipment and Parts, NOS		16,049						
	Batteries and Parts	Box		3,209	Madison, Wisc.	1.51	30.20	96,911.80	
	" "	Box		3,210	Cleveland, O.	1.01	20.20	64,842.00	
	Electrical Appliances, NOS	Box		3,210	Troy, O.	1.29	25.80	82,818.00	
	Radios	Box		3,210	Chicago, Ill.	2.74	54.80	175,908.00	
	"	Box		3,210	Indianapolis, Ind.	2.51	50.20	161,142.00	581,621.80
687	Furnaces, Heaters, Radiators and Parts		1,489						
	Heating Furnaces	Box		496	Dayton, O.	1.11	22.20	11,011.20	
	" "	Box		496	Chicago Heights, Ill.	1.39	27.80	13,788.80	
	Water Heaters	Box		497	St. Louis, Mo.	1.69	33.80	16,798.60	41,598.60
689	Bathroom and Lavatory Fixtures and Sinks		823		1/				
691	Hardware, NOS		364		1/				
693	Glass		2,779						
	Glass Pellets	Box		926	15/ Newark, O.	.80	16.00	14,816.00	
	Plate Glass	Gond.		926	16/ Ford City, Pa.	.83	16.60	15,371.60	
	" "	Gond.		927	17/ Ford City, Pa.	.96	19.20	17,798.40	47,986.00

REVENUES FOR REPRESENTATIVE MOVEMENTS OF EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY VIA PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Origin	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
695	Glassware, NOS	Box	11,575	3,858	Columbus, O.	.93	18.60	71,758.80	
		Box		3,858	Lancaster, O.	.93	18.60	71,758.80	
		Box		3,859	Dunkirk, Ind.	1.09	21.80	84,126.20	227,643.80
697	Glass Bottles, Jars, and Packing Glasses, NOS		18,137						
	Common Glass Containers	Box		4,534	Washington, Pa.	.61	12.20	55,314.80	
	" " "	Box		4,534	Lancaster, O.	.75	15.00	68,010.00	
	" " "	Box		4,534	Muncie, Ind.	.88	17.60	79,798.40	
	" " "	Box		4,535	Charleston, W. Va.	.68	13.60	61,676.00	264,799.20
701	Chinaware, Crockery and Earthenware		748		1/				
703	Woodenware		51		1/				
705	Household Utensils, NOS		1,161						
	Sheet Steelware, Household	Box		387	Zanesville, O.	1.42	28.40	10,990.80	
	Steel Kettles, Household	Box		387	Warren, Pa.	.89	17.80	6,888.60	
	Sheet Steelware, Household	Box		387	West Lafayette, O.	1.42	28.40	10,990.80	28,870.20
707	Refrigerators, Freezing Apparatus and Parts		24,670						
	Refrigerators	Box		4,112	Chicago, Ill.	2.16	43.20	177,638.40	
	"	Box		4,111	Connellsville, Ind.	1.89	37.80	155,395.80	
	"	Box		4,112	Dayton, O.	1.73	34.60	142,275.20	
	"	Box		4,111	St. Louis, Mo.	2.34	46.80	192,394.80	
	"	Box		4,112	Appliance Park, Ky.	2.02	40.40	166,124.80	
	"	Box		4,112	Grand Rapids, Mich.	2.05	41.00	168,592.00	1,002,421.00
709	Laundry Equipment		2,838						
	Washing Machines, Household	Box		568	Herrin, Ill.	1.97	39.40	22,379.20	
	" " "	Box		567	Norwood, O.	1.52	30.40	17,236.80	
	" " "	Box		568	St. Louis, Mo.	1.98	39.60	22,492.80	
	" " "	Box		567	Appliance Park, Ky.	1.52	30.40	17,236.80	
	" " "	Box		568	Mansfield, O.	1.39	27.80	15,790.40	95,136.00
711	Stoves, Ranges and Parts		6,300						
	Stoves, NOIBN	Box		1,575	8/ Brighton, O.	1.14	22.80	35,910.00	
	" "	Box		1,575	8/ Chicago, Ill.	1.39	27.80	43,785.00	
	" "	Box		1,575	8/ Louisville, Ky.	1.30	26.00	40,950.00	
	" "	Box		1,575	8/ St. Louis, Mo.	1.50	30.00	47,250.00	167,895.00
713	Floor Covering		139		1/				

4514

I&S Docket No. 6615
Exhibit No. _____(RLK-4)
Page 16

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Origin	Rate	Rate Per Ton	Sub-Total	Total
715	Furniture, NOS		3,715						
	Furniture, NOIBN	Box		928	8/ Chicago, Ill.	2.16	43.20	40,089.60	
	" "	Box		929	8/ E. St. Louis, Ill.	2.34	46.80	43,477.20	
	" "	Box		929	8/ Perrysburg, O.	1.85	37.00	34,373.00	
	" "	Box		929	8/ Shelby, O.	1.64	32.80	30,471.20	148,411.00
717	Furniture Parts		535		1/				
719	Tools and Parts, NOS		598		1/				
721	Abrasives, other than crude		641		1/				
723	Bagging, Burlap, Cotton, Gunny and Jute, NOS		32		1/				
725	Bags: Burlap, Cotton, Gunny and Jute, NOS		18		1/				
727	Cotton Cloth and Cotton Fabrics, NOS		142		1/				
729	Cotton Factory Products		919		1/				
733	Cloth and Fabrics, NOS		139		1/				
735	Rope Cordage and Binder Twine, NOS		34		1/				
737	Boots, Shoes and Findings, NOS		58		1/				
739	Luggage and Handbags, NOS		81		1/				
741	Athletic, Gymnasium, Playground and Sporting Equipment, NOS		294		1/				
743	Games and Toys		83		1/				
745	Liquor, alcoholic, NOS		659		1/				
747	Wine		18		1/				
749	Liquors - Malt		7,584						
	Beer	Refgr.		3,792	15/ Milwaukee, Wisc.	.79	15.80	59,913.60	
	"	Refgr.		3,792	15/ Chicago, Ill	.76	15.20	57,638.40	117,552.00
751	Beverages, NOS		162		1/				

4516

[fol. 4516]

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Origin	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
755	Syrup and Molasses, refined		775		1/				
757	Molasses Residual		411		1/				
759	Sugar		468		1/				
761	Candy and Confectionery		570		1/				
763	Food Products, NOS, in cans and packages - Not Frozen		36,013						
	Bakery Goods	Box		7,203	Cincinnati, O.	1.20	24.00	172,872.00	
	Powdered Milk	Box		7,202	Columbus, O.	.73	14.60	105,149.20	
	" "	Box		7,203	Detroit, Mich.	.75	15.00	108,045.00	
	Canned Goods	Box		7,202	Davenport, Ia.	1.03	20.60	148,361.20	
	" "	Box		7,203	Wapakoneta, O.	.75	15.00	108,045.00	642,472.40
765	Food Products, NOS, Frozen		40		1/				
767	Starch		2,561						
	Corn Starch	Box		1,280	Chicago, Ill.	.64	12.80	16,384.00	
	Starch, NOIBN	Box		1,281	St. Louis, Mo.	.77	15.40	19,727.40	36,111.40
769	Soap and Cleaning and Washing Compounds		1,870						
	Soap	Box		935	Ivorydale, O.	.98	19.60	18,326.00	
	Cleaning Compound, NOS	Box		935	Columbus, O.	.90	18.00	16,830.00	35,156.00
771	Matches		12		1/				
773	Feed - Animal and Poultry, NOS	Box	47,674	15,891	Peoria, Ill.	.74	14.80	235,186.80	
		Box		15,891	Lima, O.	.48	9.60	152,553.60	
		Box		15,892	Elmwood Place, O.	.54	10.80	171,633.60	559,374.00
777	Cigarettes		7		1/				
779	Containers - Metal		2,834						
	Barrels - Metal	Box		566	Chicago, Ill.	1.58	31.60	17,885.60	
	Containers - Metal, NOS	Box		567	Speedway, Ind.	1.42	28.40	16,102.80	
	" " "	Box		567	Niles, O.	1.04	20.80	11,793.60	
	" " "	Box		567	Brighton, O.	1.30	26.00	14,742.00	
	" " "	Box		567	Pittsburgh, Pa.	1.01	20.20	11,453.40	71,977.40
781	Containers - Wooden		293						
	Barrels	Box		97	Lawrenceburg, Ind.	1.06	21.20	2,056.40	
	"	Box		98	Louisville, Ky.	1.00	20.00	1,960.00	
	"	Box		98	Braddock, Pa.	1.12	22.40	2,195.20	6,211.60

45-16

I&S Docket No. 6613
Exhibit No. _____ (MIK-4)
Page 18

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity		Type of Equipment	Total Tons	Statistical Distribution	Origin	Freight Revenues			
Group No.	Description					Rate	Rate Per Ton	Sub-Total	Total
783	Containers - Fibreboard and Pulpboard KD		2,689						
	Fibreboard Boxes	Box		1,344	Cleveland, O.	.86	17.20	23,116.80	
	Fibreboard Containers	Box		1,345	Petrolia, Pa.	.73	14.60	19,637.00	42,753.80
785	Containers - NOS		1,642						
	Steel Cylinders	Box		1,642	Oakmont, Pa.	.89	17.80	29,227.60	29,227.60
787	Containers, returned empty		66		1/				
789	Scrap Iron and Scrap Steel	Gond.	4,945	1,236	Youngstown, O.	13.91 13/	~~13.91~~ 12.42	~~17,198.76~~ 15,331.10	
		Gond.		1,236	Etna, Pa.	13.41 13/	~~13.41~~ 11.97	~~16,574.76~~ 14,794.92	
		Gond.		1,236	Cleveland, O.	15.11 13/	~~15.11~~ 13.49	~~18,675.96~~ 16,673.64	
		Gond.		1,237	Dayton, O.	16.70 13/	~~16.70~~ 14.91	~~20,657.90~~ 18,443.67	~~73,111.32~~ 65,263.35
791	Iron and Steel Borings, Turnings, etc.		329		1/				
793	Furnace Slag		32		1/				
795	Waste Material for Remelting, NOS		1,699						
	Brass - Scrap	Box		424	Kalamazoo, Mich.	.94	18.80	7,971.20	
	" "	Box		425	Detroit, Mich.	.83	16.60	7,055.00	
	Metal - Scrap, NOIBN	Box		425	Canton, O.	.68	13.60	5,780.00	
	Brass - Scrap	Box		425	Ashland, Ky.	.77	15.40	6,545.00	27,351.20
797	Waste Material, NOS		2,319		1/				
799	Manufactures and Miscellaneous, NOS		28,749						
	Welding Wire	Box		5,749	Cleveland, O.	.50	10.00	57,490.00	
	Welding Rods	Box		5,750	Milwaukee, Wisc.	.74	14.80	85,100.00	
	Clothing, NOIBN	Box		5,750	Shelby, O.	2.54	50.80	292,100.00	
	Military Impedimenta	Box		5,750	Lordstown, O.	1.83	36.60	210,450.00	
	" "	Box		5,750	Toledo, O.	2.34	46.80	269,100.00	914,240.00
950	Forwarder Traffic		50,576						
	All Commodity	Box		10,115	18/ Chicago, Ill.	1.89	37.80	382,347.00	
	" "	Box		10,115	18/ St. Louis, Mo.	2.03	40.60	410,669.00	
	" "	Box		10,115	18/ Indianapolis, Ind.	1.69	33.80	341,887.00	
	" "	Box		10,115	18/ Cincinnati, O.	1.56	31.20	315,588.00	
	" "	Box		10,116	18/ Pittsburgh, Pa.	1.05	21.00	212,436.00	1,662,927.00
	Grand Totals		2,392,989	2,360,152					~~$42,517,449.00~~ $18.01

Revenue per ton 4517 ~~$18.00~~ $18.01

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

FOOTNOTES:
1/ No representative movement in Exhibit 50.
2/ No tonnage moving through New York.
3/ Applies per 2,000 pounds.
4/ Minimum weight 70,000 pounds.
5/ Minimum weight 40,000 pounds.
6/ Minimum weight 50,000 pounds.
7/ Minimum weight 27,000 pounds.
8/ Minimum weight 24,000 pounds.
9/ Minimum weight 15,000 pounds for cars not exceeding 50 feet 7 inches in length.
10/ Minimum weight 12,500 pounds for cars not exceeding 50 feet 7 inches in length.
11/ Minimum weight 20,000 pounds for cars exceeding 50 feet 8 inches in length.
12/ Excess of 40,000 pounds per item 3 - A.T.E.A. Section 22 Quotation A-1706-A.
13/ Applies per 2,240 pounds.
14/ Rate applicable via N.Y.C.R.R. direct to New York only.
15/ Minimum weight 60,000 pounds.
16/ 120 united inches or under.
17/ Exceeding 120 united inches.
18/ Minimum weight 30,000 pounds.

SOURCE: I&S Docket No. 6615: Exhibit 50 - JLH-6 and Exhibit 51 - MLM-5 unless otherwise noted.

I&S Docket No. 6615
Exhibit No. ____ (RLK-4)
Errata Page 4

REVENUES FOR REPRESENTATIVE MOVEMENTS OF
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA
PORT OF NEW YORK

Commodity						Freight Revenues			
Group No.	Description	Type of Equipment	Total Tons	Statistical Distribution	Origin	Rate	Rate Per Ton 3/	Sub-Total	Total
569	Alloys for Steel Manufacture		1,163						
	Ferro Chrome	Box		290	Marietta, O.	18.86 13/	16.84	4,883.60	
	" "	Box		291	Graham, W. Va.	19.46 13/	17.38	5,057.58	
	" "	Box		291	Lorain, O.	20.30 13/	18.12	5,272.92	
	" "	Box		291	Peoria, Ill.	1.43	28.60	8,322.60	23,536.70
575	Iron & Steel: Billet, Bloom, and Ingot		11,951						
	Steel Billets	Gond.		2,987	Youngstown, O.	9.96 13/	8.89	26,554.43	
	" "	Gond.		2,988	Warren, O.	9.96 13/	8.89	26,563.32	
	" "	Gond.		2,988	Canton, O.	10.21 13/	9.12	27,250.56	
	" "	Gond.		2,988	Pittsburgh, Pa.	9.21 13/	8.22	24,561.36	104,929.67
609	Rails & Railway Track Material Iron & Steel		3,751						
	Rails	Gond.		937	Bessemer, Pa.	13.09 13/	11.69	10,953.53	
	Rails	Gond.		938	Carnegie, Pa.	13.09 13/	11.69	10,965.22	
	Spikes	Box		938	Neville Island, Pa.	.44	8.80	8,254.40	
	Track Material	Box		933	Gary, Ind.	.75	15.00	14,070.00	44,243.15
789	Scrap Iron and Scrap Steel	Gond.	4,945	1,236	Youngstown, O.	13.91 13/	12.42	15,351.12	
		Gond.		1,236	Etna, Pa.	13.41 13/	11.97	14,794.92	
		Gond.		1,236	Cleveland, O.	15.11 13/	13.49	16,673.64	
		Gond.		1,237	Dayton, O.	16.70 13/	14.91	18,443.67	65,263.35
							Grand Total		$42,492,552.50
							Revenue per ton		$18.00

4519

Exhibit No. _____ (RLK 5)

Witness: _____

IMPORT TRAFFIC

Combined Traffic study, August 1, 1955 thru July 31, 1956
NET tons handles through North Atlantic Ports via DL&W R.R., Erie R.R., L.V. R.R., NYC R.R. and NYNH&H R.R. (All traffic)
CNJ., B&O., P R.R., C&ORy, N&W R.R., Vir. Ry., All traffic except Iron Ore
To Differential Territory,

No.	Commodity Group	Portland, Me.	Boston, Mass.	Albany, N.Y.	New York, N.Y.	Philadelphia, Pa.	Baltimore Md.	Hampton Roads, Va.	Four Port Total	Three Port Total	Seven Port Total
1	Wheat										
3	Corn										
5	Sorghum grains				33				33		33
7	Oats										
9	Barley and rye										
11	Rice		28				83		28	83	111
13	Grain, N.O.S.										
15	Flour, wheat				119				119		119
17	Meal, corn										
19	Flour, edible, N.O.S.			143	1,448	69	205	108	1,591	382	1,973
21	Cereal food preparations, N.O.S.										
23	Mill products, N.O.S.				52				52		52
25	Hay										
27	Straw										
29	Tobacco, unmanufactured				31		314	4,240	31	4,554	4,585
31	Tobacco siftings, sweepings, and waste				9	20	985		9	1,005	1,014
33	Cotton in bales		233		39		32	55	272	87	359
35	Cotton linters, noils, and regins		1,666		4,447	211	2,704	830	6,113	3,745	9,858
37	Cottonseed										
39	Cottonseed oil cake and meal										
41	Cottonseed hulls and bran										
43	Soybeans										
45	Soybean oil cake and meal										
47	Vegetable and nut oil cake and meal, N.O.S.										
49	Apples, fresh, not frozen										
51	Bananas, fresh				53,946	532	62,664		53,946	63,196	117,142
53	Berries, fresh, not frozen										
55	Cantaloupes and melons, N.O.S.										
57	Grapes, fresh				11				11		11
59	Lemons, limes, and citrus fruits, N.O.S.										
61	Oranges and grapefruit				18		90		18	90	108
63	Peaches, fresh, not frozen										
65	Pears, fresh, not frozen				204				204		204
67	Watermelons										
69	Fruits, fresh, N.O.S., not frozen				1,280	317			1,280	317	1,597
71	Fruits, dried, denydrated, and evaporated, N.O.S.				2,735				2,735		2,735
73	Fruits and berries, fresh, frozen				21				21		21
75	Coffee		627		133,265		1,854	16	133,892	1,870	135,762
77	Cabbage		15						15		15
79	Celery										
81	Lettuce				29				29		29
83	Onions, dry				149				149		149
85	Potatoes, other than sweet						110			110	110
87	Tomatoes										
89	Vegetables, fresh, N.O.S., not frozen				249		95		249	95	344

4980

IMPORT TRAFFIC (Continued)

No.	Commodity Group	Portland, Me.	Boston, Mass.	Albany, N.Y.	New York, N.Y.	Philadelphia, Pa.	Baltimore Md.	Hampton Roads, Va.	Four Port Total	Three Port Total	Seven Port Total
91	Beans and peas, dried				1,071		111		1,071	111	1,182
93	Vegetables, dried, dehydrated, and evaporated, N.O.S.				79				79		79
95	Vegetables, fresh, frozen										
97	Peanuts				178			28	178	28	206
101	Sugar beets										
103	Malt, N.O.S.						17			17	17
105	Flaxseed										
107	Seeds, N.O.S.				2,471	64	28	432	2,471	524	2,995
199	Products of agriculture, N.O.S.		1,188		19,842	4,373	3,514	167	21,030	8,054	29,084
900	Total Products of Agriculture		3,757	143	221,726	5,586	72,806	5,876	225,626	84,268	309,894
201	Horses, mules, ponies and asses										
203	Cattle and calves, single-deck										
205	Calves, double-deck										
207	Sheep and goats, single-deck										
209	Sheep and goats, double-deck										
211	Swine, single-deck										
213	Swine, double-deck										
215	Meats, fresh, N.O.S.				79				79		79
217	Meats, cooked, cured, dried, and smoked		62		8,783	418	83	614	5,845	1,115	9,960
219	Packing house products, edible, N.O.S.				730				730		730
221	Margarine, N.O.S.										
223	Poultry, live										
225	Poultry, dressed and frozen						20			20	20
227	Eggs										
229	Butter										
231	Cheese				624				624		624
233	Dairy products, N.O.S.										
235	Wool and mohair in grease		442		62	465			504	465	969
237	Wool and mohair, N.O.S.		86		142	421	6	15	228	442	670
239	Hides, skins, and pelts, N.O.S.		236		1,944	288	125		2,180	413	2,593
241	Leather, N.O.S.		57		177				234		234
243	Sea food, N.O.S.				142				142		142
245	Fish and sea animal oil				333				333		333
299	Animals and products, N.O.S.		162		5,536	421	1,997		5,698	2,418	8,116
910	Total Animal and Products		1,045		18,552	2,013	2,231	629	19,597	4,873	24,470
301	Anthracite coal, N.O.S.										
303	Anthracite coal to breakers and washeries										
305	Bituminous coal										
307	Coke				100		601		100	601	701
309	Iron Ore		38		74				112		112
311	Aluminum ore and concentrates				13,583	9,741			13,583	9,741	23,324
313	Copper ore and concentrates										
315	Lead ore and concentrates										
317	Zinc ore and concentrates						66,058			66,058	66,058
319	Ores and concentrates, N.O.S.				16,389	49,749	1,283,888	136,046	16,389	1,469,683	1,486,072
231	Barytes							34,781		34,781	34,781
323	Clay and bentonite	1,808			225	33,621	34		2,033	33,781	35,688
325	Sand, industrial				177	61			177	61	238
327	Gravel and sand, N.O.S.				29				29		29
329	Stone and rock: Broken, ground, and crushed				525				525		525

IMPORT TRAFFIC (Continued)

No.	Commodity Group	Portland, Me.	Boston, Mass.	Albany, N.Y.	New York, N.Y.	Philadelphia, Pa.	Baltimore Md.	Hampton Roads, Va.	Four Port Total	Three Port Total	Seven Port Total
331	Fluxing stone and raw dolomite										
333	Stone, rough, N.O.S.		737		1,171	61	186		1,908	247	2,155
335	Stone, finished, N.O.S.		38		112	45			150	45	195
337	Petroleum, crude										
339	Asphalt				30		1,097		30	1,097	1,127
341	Salt										
343	Phosphate rock										
345	Sulphur				62				62		62
399	Products of mines, N.O.S.		30		6,203	2,919	3,873		6,233	6,792	13,025
920	Total Products of Mines	1,808	843		38,680	96,197	1,366,737	170,827	41,331	1,622,761	1,664,092
401	Logs, butts, and bolts										
403	Posts, poles, and piling, wooden										
405	Wood, fuel										
407	Ties, railroad										
409	Pulpwood										
411	Lumber, shingles, and lath				102	181	620	24	102	852	927
413	Box, crate, and cooperate materials										
415	Veneer, plywood, and built-up wood				4,343	282	1,622	657	4,343	2,561	6,904
417	Rosin and turpentine		684		18				702		702
499	Products of forests, N.O.S.				7,953	32,037	1,853	4,294	7,953	38,184	46,137
930	Total Products of Forest		684		12,416	32,500	4,095	4,975	13,100	41,570	54,670
501	Gasoline										
503	Fuel, road, and petroleum risidual oils, N.O.S.										
505	Lubricating oils and grease				13				13		13
507	Petroleum products, refined, N.O.S.				18				18		18
509	Gases, other than petroluem, N.O.S				18				18		18
511	Cottonseed oil				46				46		46
513	Linseed oil										
515	Soybean oil										
517	Vegetable and nuts oils, N.O.S.				6,451				6,451		6,451
519	Oils, N.O.S.				1,439	285			1,439	285	1,724
521	Oil foots, sediment, and tank bottoms				26				26		26
523	Rubber, crude, natural, and synthetic		5,088		164,953	360	38,928	35	170,041	35,928	208,969
525	Rubber goods, N.O.S.				225				225		225
527	Chemicals, N.O.S.		154		1,175	5,418	300	21	1,329	5,739	7,068
529	Sulphuric acid										
531	Acids, N.O.S.		29		381		237		410	237	647
533	Sodium (soda) products				508	313	1,066		508	1,379	1,887
535	Alcohol, N.O.S.				81				81		81
537	Blacks, N.O.S.										
539	Fertilizers, N.O.S.		478		3,145	882	4,740	3,945	3,623	9,567	13,190
541	Insecticides and fungicides, N.O.S.		149		199				149		149
543	Tar, pitch, and creosote				135				135		135
545	Tanning material, N.O.S.		280		6,218	164	6,757	1,443	6,498	8,364	14,862
547	Paint, paint material, putty, and varnish				879		195		879	195	1,074
549	Plastics				43				43		43

4522

IMPORT TRAFFIC (Continued)

No.	Commodity Group	Portland, Me.	Boston, Mass.	Albany, N.Y.	New York, N.Y.	Philadelphia, Pa.	Baltimore Md.	Hampton Roads, Va.	Four Port Total	Three Port Total	Seven Port Total
551	Cellulose articles, N.O.S.						28			28	28
553	Drugs, medicines, and toilet preparations				456				456		456
555	Aluminum: Bar, ingot, pig, and slab				330	106	3,610		330	3,716	4,046
557	Aluminum, N.O.S.				171			6	171	6	177
559	Copper; Ingot, matte, and pig				24,084				24,084		24,084
561	Copper, brass, and bronze, N.O.S.				2,397		60		2,397	60	2,457
563	Lead and zinc: Bar, ingot, and pig				12,646	103	5,161	20	12,646	5,284	17,930
565	Lead and Zinc, N.O.S.				231			160	231	160	391
567	Magnesium metal and alloy										
569	Alloys for steel manufacture				2,048		21,671		2,048	21,671	23,719
571	Metals and alloys, N.O.S.		55		22,122	46	3,519		22,177	3,565	25,742
573	Iron, pig				55	357			55	357	412
575	Iron and steel: Billet, bloom and ingot				28	99			28	99	127
577	Iron and steel: Bar, rod, and slab				20		73		20	73	93
579	Iron and steel, N.O.S.				50				50		50
581	Iron and steel nails and wire (woven and not woven), N.O.S.		135		971	182	3,291	352	1,106	3,825	4,931
583	Manufactured iron and steel		647		7,850	4,640	12,502	119	8,497	17,261	25,758
585	Cast iron pipe and fittings				31				31		31
587	Iron and steel pipe and fittings, N.O.S.				390	497	583	67	390	1,147	1,537
589	Tanks, N.O.S.							34		34	34
591	Agricultural implements, N.O.S.		20		31				51		51
593	Agricultural implement parts, N.O.S.						5			5	5
595	Machinery and machines, N.O.S.		83		4,506	15	342	2,999	4,589	3,356	7,945
597	Machinery parts				628	81	44	53	628	178	806
601	Business and office machines		13						13		13
603	Railway equipment moved on own wheels										
605	Railway equipment, S.U., not moved on own wheels										
607	Railway equipment parts				71				71		71
609	Rails and railway track material, iron and steel					172	206			378	378
611	Vehicles, other than motor		13		409	1,012	258	1,137	422	2,407	2,829
613	Automobiles, passenger										
615	Automobiles, freight				190			231	190	231	421
617	Vehicles, motor, N.O.S.				225	177		1,028	225	1,178	1,403
619	Military vehicles, N.O.S.		27						27		27
621	Automobiles and autotrucks, K.D.					5			5		5
623	Vehicle parts, N.O.S.		244		667			350	911	350	1,261
625	Airplanes, aircraft, and parts				44			73	44	73	117
627	Tires and tubes, rubber				110			42	110	42	152
629	Guns, small arms, and parts, N.O.S.							859		859	859
631	Ammunition and explosives				39				39		39
633	Cement: Natural and portland				231	4,543	478	10,537	231	15,558	15,789
635	Cement, N.O.S.							19,470		19,470	19,470
637	Brick, common										
639	Brick, N.O.S., and building tile				49		1,031		49	1,031	1,080
641	Refractories				88		245		88	245	333
643	Artificial stone, N.O.S.										
645	Lime, N.O.S.										
647	Plaster: Stucco and wall										
649	Sewer pipe and drain tile (not metal)										
651	Broken or ground brick, blocks, crockery, and glass										
653	Woodpulp	10,574	1,125	400	424	3,874	15,487	2,609	12,523	21,970	34,493
655	Scrap paper and rags		410		2,204	45	180	1,921	2,614	2,146	4,760
657	Newsprint paper				4,872		18,596	1,214	4,872	19,810	24,682
659	Printing paper, N.O.S.				201	26			201	26	227
661	Wrapping paper		41		95	753	512	39	136	1,304	1,440

IMPORT TRAFFIC (Continued)

No.	Commodity Group	Portland, Me.	Boston, Mass.	Albany, N.Y.	New York, N.Y.	Philadelphia, Pa.	Baltimore Md.	Hampton Roads, Va.	Four Port Total	Three Port Total	Seven Port Total
663	Paper bags										
665	Paper and paper articles, N.O.S.				99				99		99
667	Printed matter, N.O.S.		24		12			485	36	485	521
669	Paperboard, fibreboard, and pulpboard		115		130	18	1,515	19	245	1,552	1,797
671	Wallboard				743	110	2,499	77	743	2,686	3,429
673	Building paper and prepared roofing material				36				36		36
675	Insulating Materials, N.O.S.				52	48	392		52	440	492
677	Building woodwork and millwork				12				12		12
679	Building materials, N.O.S.				174				174		174
681	Building and houses, fabricated and portable, N.O.S.				32			110	32	110	142
683	Asbestos articles, N.O.S.										
685	Electrical equipment and parts, N.O.S.				261			74	261	74	335
687	Furnaces, heaters, radiators, and parts							12		12	12
689	Bathroom and lavatory fixtures and sinks										
691	Hardware, N.O.S.		367		292		97	27	659	124	783
693	Glass		57		794	2,478	11,624	1,193	851	15,295	16,146
695	Glassware, N.O.S.		30		28		51	8	58	59	117
697	Glass bottles, jars, and packing glasses, N.O.S.		19		38	18			57	18	75
701	Chinaware, crockery, and earthenware		7		820	58	81		827	139	956
703	Woodenware				46				46		46
705	Household utensils, N.O.S.		7		148				155		155
707	Refrigerators, freezing apparatus, and parts										
709	Laundry equipment										
711	Stoves, ranges, and parts										
713	Floor covering				77	15	43		77	58	135
715	Furniture, N.O.S.		5		32		36	65	37	101	138
717	Furniture parts										
719	Tools and parts, N.O.S.				63		28	69	63	97	160
721	Abrasives, other than crude				374	4,824	398		374	5,222	5,596
723	Bagging: Burlap, cotton, gunny, and jute, N.O.S.		760		6,284	1,420	199	7,452	7,044	9,071	16,115
725	Bags: Burlap, cotton, gunny, and jute, N.O.S.				48	15			48	15	63
727	Cotton cloth and cotton fabrics, N.O.S.				390			20	390	20	410
729	Cotton factory products		122		325	23	82	150	447	255	702
731	Synthetic fiber and yarns (rayon or nylon)							145		145	145
733	Cloth and fabrics, N.O.S.										
735	Rope, cordage, and binder twine, N.O.S.				1,875	6,736	247	7	1,875	6,990	8,865
737	Boots, shoes, and findings, N.O.S.				16			93	16	93	109
739	Luggage and handbags, N.O.S.				9				9		9
741	Athletic, gymnasium, playground, and sporting equipment, N.O.S.				44				44		44
743	Games and toys				185		23		185	23	208
745	Liquors, alcoholic, N.O.S.				1,774	170	90		1,774	260	2,034
747	Wine				144		164		144	164	308
749	Liquors, malt		15		1,423	42	1,034		1,438	1,076	2,514
751	Beverages, N.O.S.				587				587		587
753	Ice										
755	Syrup and molasses, refined				513				513		513
757	Molasses, residual						5,066			5,066	5,066
759	Sugar		146		6,913	2,332	29,830		7,059	32,162	39,221
761	Candy and confectionery				288				288		288
763	Food products, N.O.S., in cans and packages, not frozen		175		33,274	3,493	13,821	48,312	33,449	65,626	99,075
765	Food products, N.O.S., frozen										
767	Starch				313	21	32	282	313	335	648
769	Soap and cleaning and washing compounds						53			53	53
771	Matches				56		24		56	24	80
773	Feed, animal and poultry, N.O.S.				1,566	254	521	254	1,566	1,029	2,595

IMPORT TRAFFIC (Continued)

No.	Commodity Group	Portland, Me.	Boston, Mass.	Albany, N.Y.	New York, N.Y.	Philadelphia, Pa.	Baltimore Md.	Hampton Roads, Va.	Four Port Total	Three Port Total	Seven Port Total
775	Manufactured tobacco, N.O.S.										
777	Cigaretts										
779	Containers, metal				76		12		76	12	88
781	Containers, wooden										
783	Containers, fiberboard and paperboard, K.D.										
785	Containers, N.O.S.				586	198	64	35	586	297	883
787	Containers, returned empty				49				49		49
789	Scrap iron and scrap steel				355	22	28		355	50	405
791	Iron and steel borings, turnings, etc.										
793	Furnace slag										
795	Waste materials for remelting, N.O.S.				309	92	240		309	332	641
797	Waste materials, N.O.S.		320		11,958	644	281	147	12,278	1,072	13,350
799	Manufacturers and miscellaneous, N.O.S.		335		5,875	1,309	1,690	2,112	6,210	5,111	11,321
940	Total Manufacturers and Miscellaneous	10,574	11,346	400	354,352	48,463	209,975	109,912	376,672	368,350	745,022
950	Forwarder Traffic		64		66				130		130
960	Total Carload Traffic	12,382	17,739	543	645,792	184,759	1,644,844	292,219	676,456	2,121,822	2,798,278

900	Products of Agriculture		3,757	143	221,726	5,586	72,806	5,876	225,626	84,268	309,894
910	Animal and Products		1,045		18,552	2,013	2,231	629	19,597	4,873	24,470
920	Products of Mines	1,808	843		38,680	96,197	1,355,737	170,827	41,331	1,622,761	1,664,092
930	Products of Forest		684		12,416	32,500	4,095	4,975	13,100	41,570	54,670
940	Manufactures & Miscellaneous	10,574	11,346	400	354,352	48,463	209,975	109,912	376,672	368,350	745,022
950	Forwarder Traffic		64		66				130		130
960	Total Carload Traffic	12,382	17,739	543	645,792	184,759	1,644,844	292,219	676,456	2,121,822	2,798,278

Percent of traffic handled thru Seven Ports
(Read across)

900	Products of Agriculture	-	1.2	0.1	71.5	1.8	23.5	1.9	72.8	27.2	100.0%
910	Animal and Products	-	4.3	-	75.8	8.2	9.1	2.6	80.1	19.9	100.0%
920	Products of Mines	0.1	0.1	-	2.3	5.8	81.5	10.2	2.5	97.5	100.0%
930	Products of Forest	-	1.3	-	22.7	59.4	7.5	9.1	24.0	76.0	100.0%
940	Manufactures & Miscellaneous	1.4	1.5	0.1	47.6	6.5	28.2	14.7	50.6	49.4	100.0%
950	Forwarder Traffic	-	49.2	-	50.8	-	-	-	100.0	-	100.0%
960	Total Carload Traffic	0.4	0.6	0.1	23.1	6.6	58.8	10.4	24.2	75.8	100.0%

Percent of Traffic by Commodity Groups
(Read down)

900	Products of Agriculture	-	21.2	26.3	34.3	3.0	4.4	2.0	33.3	4.0	11.1
910	Animal and Products	-	5.9	-	2.9	1.1	0.1	0.2	2.9	0.3	0.9
920	Products of Mines	14.6	4.7	-	6.0	52.1	82.4	58.5	6.1	76.5	59.4
930	Products of Forest	-	3.8	-	1.9	17.6	0.3	1.7	1.9	1.9	1.9
940	Manufactures & Miscellaneous	85.4	64.0	73.7	54.8	26.2	12.8	37.6	55.6	17.3	26.6
950	Forwarder Traffic	-	0.4	-	0.1	-	-	-	0.2	-	0.1
960	Total Carload Traffic	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source Witness Crookshank Exhibit A.J.C. 13
Witness Mollman Exhibit M.L.M. 2

EXPORT TRAFFIC

Exhibit No. _____ (RLK 6)

Witness: _____

Combined Traffic study August 1, 1955 thru July 31, 1956
in net tons handled through North Atlantic ports via B&M and G.T.
DL&WRR., Erie R.R., L.V.R.R., NYC R.R., and NYNH & HRR (all traffic)
C.N.J., B&O R.R., P.R.R., C&O Ry., N&W R.R., Vir Ry., all traffic except Coal
from Differential Territory.

No.	Commodity Group	Portland, Me.	Boston, Mass.	Albany, N.Y.	New York, N.Y.	Philadelphia, Pa.	Baltimore Md.	Hampton Roads, Va.	Four Port Total	Three Port Total	Seven Port Total
1	Wheat	35,405	281,968	58,850	117,786	458,310	800,237	819,609	494,009	2,108,156	2,602,165
3	Corn	21,468	76,508	69,804	66,393	211,548	1,243,846		234,173	1,455,394	1,689,567
5	Sorghum grains				183				183	-	183
7	Oats	5,837		6,355	11,571	21,081	85,487		23,763	106,568	130,331
9	Barley and rye			5,991	7,310	10,141	176,774		13,301	186,915	200,216
11	Rice										
13	Grain, N.O.S.	5,482	40		751	273			6,273	273	6,546
15	Flour, wheat		50		40,162	58	5,794	779	40,212	6,631	46,843
17	Meal, corn				2,074	8,587			2,074	8,587	10,661
19	Flour, edible, N.O.S		20		20,410			47	20,430	47	20,477
21	Cereal food preparations, N.O.S				3,010	60	173		3,010	233	3,243
23	Mill products, N.O.S.				3,096	60			3,096	60	3,156
25	Hay				95		14		95	14	109
27	Straw				12				12		12
29	Tobacco, unmanufactured				1,189		41	4,601	1,189	4,642	5,831
31	Tobacco siftings, sweepings, and waste										
33	Cotton in bales										
35	Cotton linters, noils, and regins				17				17		17
37	Cottonseed										
39	Cottonseed oil cake and meal										
41	Cottonseed hulls and bran										
43	Soybeans					4,225	32,965	39,582		76,772	76,772
45	Soybean oil cake and meal		35	80	12,006		16,576	4,888	12,121	21,464	33,585
47	Vegetable and nut oil cake & meal, N.O.S.				89		1,685		89	1,685	1,774
49	Apples, fresh, not frozen				40				40		40
51	Bananas, fresh										
53	Berries, fresh, not frozen				17				17		17
55	Cantaloupes and melons, N.O.S										
57	Grapes, fresh										
59	Lemons, limes, and citrus fruits, N.O.S										
61	Oranges and grapefruit				41				41		41
63	Peaches, fresh, not frozen										
65	Pears, fresh, not frozen										
67	Watermelons				20				20		20
69	Fruits, fresh, N.O.S., not frozen				47			36	47	36	83
71	Fruits, dried, dehydrated, and evaporated, N.O.S.										
73	Fruits, and berries, fresh, frozen				23				23		23
75	Coffee				123				123		123
77	Cabbage				30				30		30
79	Clery				517				517		517
81	Lettuce										
83	Onions, dry										
85	Potatoes, other than sweet				18				18		18
87	Tomatoes										
89	Vegetables, fresh, N.O.S., not frozen				94				94		94

4526

EXPORT TRAFFIC (Continued)

No.	Commodity Group	Portland, Me.	Boston, Mass.	Albany, N.Y.	New York, N.Y.	Philadelphia, Pa.	Baltimore Md.	Hampton Roads, Va.	Four Port Total	Three Port Total	Seven Port Total
91	Beans and peas, dried				209	166		120	209	286	495
93	Vegetables, dried, dehydrated, and evaporated, N.O.S.										
95	Vegetables, fresh, frozen										
97	Peanuts										
101	Sugar beets										
103	Malt, N.O.S				9,986		11,335	3,626	9,986	14,961	24,947
105	Flaxseed				63				63		63
107	Seeds, N.O.S.				127		212	54	127	266	393
199	Products of agriculture, N.O.S.				2,598			61	2,598	61	2,659
900	Total Products of Agriculture	68,192	358,621	141,080	300,107	744,509	2,375,139	873,403	868,000	3,993,051	4,861,051
201	Horses, mules, ponies, and asses										
203	Cattle and calves, single-deck			12			12		12	12	24
205	Calves, double-deck										
207	Sheep and goats, single-deck				52				52		52
209	Sheep and goats, double-deck										
211	Swine, single-deck				22				22		22
213	Swine, double-deck				14				14		14
215	Meats, fresh, N.O.S		7	7	10,279	353			10,293	353	10,646
217	Meats, cooked, cured, dried, and smoked				10,534	170	4,954	313	10,534	5,437	15,971
219	Packing house, products, edible, N.O.S		126		57,030	316	14,548	430	57,156	15,294	72,450
221	Margarine, N.O.S.				67				67		67
223	Poultry, live										
225	Poultry, dressed and frozen				338				338		338
227	Eggs				16				16		16
229	Butter		18		7,603	2,450	1,819	3,662	7,621	7,931	15,552
231	Cheese				4,232	5,370	3,970	9,513	4,232	18,853	23,085
233	Dairy products, N.O.S				367	241	1,156	1,966	367	3,363	3,730
235	Wool and mohair in grease										
237	Wool and mohair, N.O.S.				82				82		82
239	Hides, skins, and pelts, N.O.S.				7,323	335	1,043		7,323	1,378	8,701
241	Leather, N.O.S.				32			14	32	14	46
243	Sea food, N.O.S										
245	Fish and sea animal oil				24				24		24
299	Animals and products, N.O.S		15		25,982	21,534	362	12,993	25,997	34,889	60,886
910	Total Animal and Products		166	19	123,997	30,769	27,864	28,891	124,182	87,524	211,706
301	Anthracite coal, N.O.S.										
303	Anthracite coal to breakers and washeries										
305	Bituminous coal										
307	Coke				257		8,024		257	8,024	8,281
309	Iron ore										
311	Aluminum ore and concentrates				56		104		56	104	160
313	Copper ore and concentrates										
315	Lead ore and concentrates										
317	Zinc ore and concentrates										
319	Ores and concentrates, N.O.S.				672		58		672	58	730
321	Barytes				20				20		20
323	Clay and bentonite				104		705	6,877	104	7,582	7,686
325	Sand, industrial				378		595		378	595	973
327	Gravel and sand, N.O.S.				66				66		66
329	Stone and rock: Broken, ground, and crushed				12				12		12

EXPORT TRAFFIC (Continued)

No.	Commodity Group	Portland, Me.	Boston, Mass.	Albany, N.Y.	New York, N.Y.	Philadelphia, Pa.	Baltimore Md.	Hampton Roads, Va.	Four Port Total	Three Port Total	Seven Port Total
331	Fluxing stone and raw dolomite.										
333	Stone, rough, N.O.S										
335	Stone, finished, N.O.S.										
337	Petroleum, crude.										
339	Asphalt				329		119		329	119	448
341	Salt				2,277		878	416	2,277	1,294	3,571
343	Phosphate rock.				29				29		29
345	Sulphur				74				74		74
399	Products of mines, N.O.S.				308		1,404	33	308	1,437	1,745
920	Total Products of Mines				4,582		11,783	7,430	4,582	19,213	23,795
401	Logs, butts, and bolts.				1,717			38	1,717	38	1,755
403	Posts, poles, and piling, wooden.				7			27	7	27	34
405	Wood, fuel.										
407	Ties, railroad.				28				28		28
409	Pulpwood.				50				50		50
411	Lumber, shingles, and lath.				898	91	326	764	898	1,181	2,079
413	Box, crate, and cooperage materials				380		685	656	380	1,341	1,721
415	Veneer, plywood, and built-up wood.						18			18	18
417	Rosin and turpentine.				26				26		26
499	Products of forests, N.O.S.				204				204		204
930	Total Products of Forest.				3,310		1,029	1,485	3,310	2,605	5,915
501	Gasoline.				106		15		106	15	121
503	Fuel, road, and petroleum residual oils, N.O.S.				42,145	4,799	10,063	249	42,145	15,111	57,256
505	Lubricating oils and greases.				44,231	8,005	1,243	378	44,231	9,626	53,857
507	Petroleum products, refined, N.O.S.				370	104			370	104	474
509	Gases, other than petroleum, N.O.S.										
511	Cottonseed oil.				77				77		77
513	Linseed oil				59		139		59	139	198
515	Soybean oil				115,440	24	8,410	272	115,440	8,706	124,146
517	Vegetable and nut oils, N.O.S				4,501	101	291	20	4,501	412	4,913
519	Oils, N.O.S		19		299		47		318	47	365
521	Oil foots, sediment, and tank bottoms				148				148		148
523	Rubber, crude, natural, and synthetic				15,565	223	3,546	9,054	15,565	12,823	28,388
525	Rubber goods, N.O.S				1,106	15	1,502		1,106	1,517	2,623
527	Chemicals, N.O.S.				19,722	753	10,456	836	19,722	12,045	31,767
529	Sulphuric acid.										
531	Acids, N.O.S.				4,683	731	71	15	4,683	817	5,500
533	Sodium (soda) products.				18,056	398	5,967	755	18,056	7,120	25,176
535	Alcohol, N.O.S.				487			345	487	345	832
537	Blacks, N.O.S										
539	Fertilizers, N.O.S.				1,513	815	218,151		1,513	218,151	220,479
541	Insecticides and fungicides, N.O.S.				3,693	101	205		3,693	306	3,999
543	Tar, pitch, and creosote.				267		104	18	267	122	389
545	Tanning materials, N.O.S.				380				380		380
547	Paint, paint material, putty, and varnish				10,092	55	671	107	10,092	833	10,925
549	Plastics.				6,340		913	113	6,340	1,026	7,366
551	Cellulose articles, N.O.S				39			7	39	7	46
553	Drugs, medicines, and toilet preparations				2,723			21	2,723	21	2,744

EXPORT TRAFFIC (Continued)

No.	Commodity Group	Portland, Me.	Boston, Mass.	Albany, N.Y.	New York, N.Y.	Philadelphia, Pa.	Baltimore Md.	Hampton Roads, Va.	Four Port Total	Three Port Total	Seven Port Total
555	Aluminum: Bar, ingot, pig, and slab				1,289				1,289		1,289
557	Aluminum, N.O.S				401		111		401	111	512
559	Copper: Ingot, matte, and pig							35		35	35
561	Copper, brass, and bronze, N.O.S.				1,991	19		1,114	1,991	1.133	3,124
563	Lead and zinc: Bar, ingot, and pig.				37				37		37
565	Lead and Zinc, N.O.S.				245				245		245
567	Magnesium metal and alloy				16				16		16
569	Alloys for steel manufacture.				1,163			23	1,163	23	1,186
571	Metals and alloys, N.O.S.				258	72	168	890	258	1,130	1,388
573	Iron, pig				87				87		87
575	Iron and steel: Billet, bloom and ingot				11,951	568	44,180	16,193	11,951	60,941	72,892
577	Iron and steel: Bar, rod, and slab.				1,314	13	966	41	1,314	1,020	2,334
579	Iron and steel, N.O.S				138		625		138	625	763
581	Iron and steel nails and wire (woven and not woven), N.O.S				11,482	19	1,264	280	11,482	1.735	13,217
583	Manufactured iron and steel		544		580,073	10,997	352,992	5,416	580,617	369,405	950,022
585	Cast iron pipe and fittings		45		425				470		470
587	Iron and steel pipe and fittings, N.O.S				71,754	2,989	93,130	1,590	71,754	97,709	169,463
589	Tanks, N.O.S.				2,348	106	234	231	2,348	571	2,919
591	Agricultural implements, N.O.S.				15,088		478	671	15,088	1,149	16,237
593	Agricultural implements, parts, N.O.S.				1,514		28	21	1,514	49	1,563
595	Machinery and machines, N.O.S		88		162,400	5,904	16,931	13,182	162,488	36,017	198,505
597	Machinery parts				30,187	905	6,686	2,260	30,187	9,911	40,098
601	Business and office machines.				3,282				3,282		3,282
603	Railway equipment moved on own wheels				945		179	12	945	191	1,136
605	Railway equipment, S.U., not moved on own wheels.				2,897		681		2,897	681	3,578
607	Railway equipment parts				16,462	189	513	5,327	16,462	6,029	22,491
609	Rails and railway track material, iron and steel.				3,751		3,007	311	3,751	3,318	7,069
611	Vehicles, other than motor.				3,759	35	146	1,349	3,759	1,530	5,289
613	Automobiles, passenger.				57,299	95	5,582	303	57,299	5,980	63,279
615	Automobiles, freight.				9,497	84	228	5,543	9,497	5,855	15,352
617	Vehicles, motor, N.O.S.				68,842	761	5,795	4,653	68,842	11,209	80,051
619	Military vehicles, N.O.S.		402		1,113	6		2,665	1,515	2,671	4,186
621	Automobiles and autotrucks, K.D				120,068	437	3,377	3,884	120,068	7,698	127,766
623	Vehicles parts, N.O.S		1,402		91,818	24,245	2,481	14,815	93,220	41,541	134,761
625	Airplanes, aircraft, and parts.				427			7	427	7	434
627	Tires and tubes, rubber		18		33,086	60	1,075	6,390	33,104	7,525	40,629
629	Guns, small arms, and parts, N.O.S.				608	15		2,414	608	2,429	3,037
631	Ammunition and explosives				34,454	326		569	34,454	895	35,349
633	Cement: Natural and portland.				473	95	834	16	473	945	1,418
635	Cement, N.O.S				1,273	36	558	152	1,273	746	2,019
637	Brick, common										
639	Brick, N.O.S., and building tile.				1,309		1,816	40	1,309	1,856	3,165
641	Refractories.				4,105	47	4,878	172	4,105	5,095	9,200
643	Artificial stone, N.O.S				28				28		28
645	Lime, N,O.S				461		175	81	461	256	717
647	Plaster: Stucco and wall.				163		46		163	46	209
649	Sewer pipe and drain tile (not metal)				65		2,268		65	2,268	2,333
651	Broken or ground brick, blocks, crockery and glass.							182		182	182
653	Woodpulp.				17		438		17	438	455
655	Scrap paper and rags.				8,934		564	18	8,934	582	9,516
657	Newsprint paper				237	122		22	237	144	381
659	Printing paper, N.O.S				9,284	131		317	9,284	448	9,732
661	Wrapping paper.				593		1,500	103	593	1,603	2,196
663	Paper bags.				104	22	97	41	104	160	264
665	Paper and paper articles, N.O.S				1,081		359	125	1,081	484	1,565

[fol. 4530]

EXPORT TRAFFIC (Continued)

No.	Commodity Group	Portland, Me.	Boston, Mass.	Albany, N.Y.	New York, N.Y.	Philadelphia, Pa.	Baltimore Md.	Hampton Roads, Va.	Four Port Total	Three Port Total	Seven Port Total
667	Printed matter, N.O.S				1,067	213		73	1,067	286	1,353
669	Paperboard, fiberboard, and pulpboard		24		2,017	27	5,227	123	2,041	5,377	7,418
671	Wallboard				120		30	10	120	40	160
673	Building paper and prepared roofing material				720	20	46		720	66	786
675	Insulating materials, N.O.S				3,209	60	134	130	3,209	324	3,533
677	Building woodwork and millwork				78			15	78	15	93
679	Building materials, N.O.S				824		239		824	239	1,063
681	Building and houses, fabricated and portable, N.O.S				932	81	25	1,429	932	1,535	2,467
683	Asbestos articles, N.O.S				35				35		35
685	Electrical equipment and parts, N.O.S				16,049	210	1,239	608	16,049	2,057	18,106
687	Furnaces, heaters, radiators, and parts				1,489	40	1,310	188	1,489	1,538	3,027
689	Bathroom and lavatory fixtures and sinks				823		36		823	36	859
691	Hardware, N.O.S				364	15	27	107	364	149	513
693	Glass				2,779	54	670	431	2,779	1,155	3,934
695	Glassware, N.O.S				11,575	73	847	13	11,575	933	12,508
697	Glass bottles, jars, and packing glasses, N.O.S				18,137	191	5,276	84	18,137	5,551	23,688
701	Chinaware, crockery, and earthenware				748	27	289		748	316	1,064
703	Woodenware				51		41	68	51	109	160
705	Household utensils, N.O.S				1,161		200		1,161	200	1,361
707	Refrigerators, freezing apparatus, and parts				24,670	13	1,057	1,763	24,670	2,833	27,503
709	Laundry equipment				2,838		186		2,849	186	3,039
711	Stoves, ranges, and parts		11		6,300	64	864	258	6,300	1,186	7,486
713	Floor covering				139				139		139
715	Furniture, N.O.S				3,715	85	1,208	1,026	3,715	2,319	6,034
717	Furniture parts				535		59	2	535	61	596
719	Tools and parts, N.O.S				598	20	1,052	141	598	1,213	1,811
721	Abrasives, other than crude				641	43	43	89	641	175	816
723	Bagging: Burlap, cotton, gunny, and jute, N.O.S				32			50	32	50	82
725	Bags: Burlap, cotton gunny, and jute, N.O.S				18				18		18
727	Cotton cloth and cotton fabrics, N.O.S				142				142		142
729	Cotton factory products				919		11	22	919	33	952
731	Sunthetic fiber and yarns (rayon or nylon)							18		18	18
733	Cloth and fabrics, N.O.S				139				139		139
735	Rope, cordage, and binder twine, N.O.S				34			177	34	177	211
737	Boots, shoes, and findings, N.O.S				58			147	58	147	205
739	Luggage and handbags, N.O.S				81				81		81
741	Athletic, gymnasium, playground, and sporting equipment, NOS				294		60	245	294	305	599
743	Games and toys				83		46		83	46	129
745	Liquors, alcoholic, N.O.S				659		531	15	659	546	1,205
747	Wine				18				18		18
749	Liquors, malt				7,584		1,620	550	7,584	2,170	9,754
751	Beverages, N.O.S				162			31	162	31	193
753	Ice										
755	Syrup and molasses, refined				775	305	375	194	775	874	1,649
757	Molasses, residual				411				411		411
759	Sugar				468	110	632	230	468	972	1,440
761	Candy and confectionery		20		570		57	132	590	189	779
763	Food products, N.O.S., in cans and packages, Not frozen		35	23	36,013	8,556	13,117	19,025	36,071	40,698	76,769
765	Food products, N.O.S., frozen				40				40		40
767	Starch				2,561		863	502	2,561	1,365	3,926
769	Soap and cleaning and washing compounds		19		1,870	105	452	1,110	1,889	1,667	3,556
771	Matches				12		13		12	13	25
773	Feed, animal and poultry, N.O.S		48		47,674	2,228	20,403	31	47,722	22,662	70,384
775	Manufactured tobacco, N.O.S										
777	Cigarettes				7				7		7

4530

[fol. 4531]

EXPORT TRAFFIC (Continued)

No.	Commodity Group	Portland, Me.	Boston, Mass.	Albany, N.Y.	New York, N.Y.	Philadelphia, Pa.	Baltimore Md.	Hampton Roads, Va.	Four Port Total	Three Port Total	Seven Port Total
779	Containers, metal				2,834	145	183	141	2,834	469	3,303
781	Containers, wooden				293		1,048		293	1,048	1,341
783	Containers, fiberboard and paperboard, K.D.				2,689	57	273	40	2,689	370	3,059
785	Containers, N.O.S				1,642	114	635	374	1,642	1,123	2,765
787	Containers, returned empty				66		28		66	28	94
789	Scrap iron and scrap steel				4,945		20		4,945	20	4,965
791	Iron and steel borings, turnings, etc				329				329		329
793	Furnace slag				32		43		32	43	75
795	Waste materials for remelting, N.O.S.				1,699		312		1,669	312	2,011
797	Waste Materials, N.O.S.				2,319	86			2,319	86	2,405
799	Mfgrs. & Misc. N.O.S.		310		28,749	1,844	5,433	4,568	29,059	11,845	40,904
940	Total Manufacturers & Miscellaneous		2,985	23	1,910,473	79,440	882,442	137,808	1,913,481	1,099,690	3,013,171
950	Forwarder Traffic			23	50,576		5,242			5,242	55,841
960	All carload Traffic	68,192	361,772	141,145	2,393,045	854,809	3,303,499	1,049,017	2,964,154	5,207,325	8,171,479

900	Products of Aggriculture	68,192	358,621	141,080	300,107	744,509	2,375,139	873,403	868,000	3,993,051	4,861,051
910	Animal and Products		166	19	123,997	30,769	27,864	28,891	124,182	87,524	211,706
920	Products of Mines				4,582		11,783	7,430	4,582	19,213	23,795
930	Products of Forest				3,310	91	1,029	1,485	3,310	2,605	5,915
940	Manufacturers & Miscellaneous		2,985		1,910,473	79,440	882,442	137,808	1,913,481	1,099,690	3,013,171
950	Forwarder Traffic			23	50,576		5,242		50,599	5,242	55,841
960	All Carload Traffic	68,192	361,772	141,145	2,393,045	854,809	3,303,499	1,049,017	2,964,154	5,207,325	8,171,479

Percent of Traffic handled thru Seven Ports
(Read across)

900	Products of Agriculture	1.4	7.4	2.9	6.2	15.3	48.8	18.0	17.9	82.1	100.0%
910	Animal and Products		0.09	0.01	58.6	14.5	13.2	13.6	58.7	41.3	100.0%
920	Products of Mines				19.3		49.5	31.2	19.3	80.7	100.0%
930	Products of Forest				56.0	1.5	17.4	25.1	56.0	44.0	100.0%
940	Manufacturers & Miscellaneous		0.1		63.4	2.6	29.3	4.6	63.5	36.5	100.0%
950	Forwarder Traffic			0.04	90.6		9.36		90.6	9.4	100.0%
960	All Carload Traffic	0.8	4.4	1.7	29.3	10.6	40.4	12.9	36.3	63.7	100.0%

Percent of Traffic by Commodity Groups
(Read Down)

900	Products of Agriculture	100.0	99.1	99.95	12.6	87.1	71.9	83.3	29.3	76.7	59.5
910	Animal and Products		0.04	0.02	5.2	3.6	0.8	2.8	4.2	1.7	2.6
920	Products of Mines				0.2		0.4	0.7	0.1	0.3	0.3
930	Products of Forest				0.1	0.01	0.03	0.1	0.1	0.06	0.1
940	Manufacturers & Miscellaneous		0.86		79.8	9.29	26.7	13.1	64.6	21.1	36.8
950	Forwarder Traffic			0.03	2.1		0.17		1.7	0.14	0.7
	Sub Total								93.5	97.5	
960	All Carload Traffic	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

4531

Source. Witness Crookshank Exhibit AJC 14.
Witness Mollman Exhibit MLM 2.

(GSK-7-NSS-4-48-2050-300)

I&S DOCKET NO. 6615
Exhibit No. ____ (RLK-7)
Witness: R. L. Keefe

REVENUE STATISTICS FOR
CARLOAD TRAFFIC HANDLED BY D. L. & W., ERIE, L. V., AND N. Y. C.
DURING THE PERIOD AUGUST 1, 1955, THROUGH JULY 31, 1956
(EXCLUDING TRANSIT TRAFFIC EASTBOUND)

[fol. 4532]

State	Avg. Docket 28300 Miles	Cars	Tons	Avg. Tons Per Car	Revenue As Assessed	Avg. Rev. Per Car	Avg. Rev. Per Ton	Ton-Miles	Avg. Rev. Per Ton-Mile (cents)	Avg. Rev. Per Car-Mile (cents)	Revenue Under Present Rates Incl. X 206 A (Note 1)	Avg. Rev. Per Car	Avg. Rev. Per Ton	Avg. Rev. Per Ton-Mile (cents)	Avg. Rev. Per Car-Mile (cents)
							IMPORT								
New York	435	622	19,130	30.75	$ 182,866.79	$294.00	$ 9.56	8,321,550	2.20	67.6	$ 215,781.29	$346.92	$11.27	2.59	79.8
Pennsylvania	454	1,226	19,561	15.96	345,516.93	281.82	17.66	8,874,694	3.89	62.1	407,684.57	332.53	20.84	4.59	73.2
West Virginia	577	418	6,658	15.93	130,148.10	311.36	19.55	3,841,666	3.39	54.0	153,563.84	367.37	23.06	4.00	63.7
Ohio	605	5,492	126,634	23.06	1,986,288.96	361.67	15.69	76,613,570	2.59	60.0	2,343,732.24	426.75	18.51	3.06	70.5
Indiana		1,057	31,865	30.15	596,826.72	564.64	18.73	26,479,815	2.25	68.0	704,229.38	666.25	22.10	2.66	80.2
Michigan	745	4,076	76,939	18.88	1,490,332.39	365.64	19.37	57,319,555	2.60	49.1	1,748,499.93	428.97	22.72	3.05	57.6
Illinois	1,005	4,711	110,216	23.40	1,970,414.98	418.26	17.88	110,767,080	1.78	41.6	2,324,992.38	493.52	21.09	2.10	49.1
Total	747	17,602	391,003	22.21	$6,702,394.87	$380.77	$17.14	292,217,930	2.29	51.0	$7,898,483.63	$448.73	$20.20	2.70	60.1
							EXPORT								
New York	435	1,733	47,301	27.29	$ 435,586.56	$251.35	$ 9.21	6,542,835	2.12	57.8	$ 513,991.80	$296.59	$10.87	2.50	68.2
Pennsylvania	454	6,699	226,659	33.83	2,144,725.38	320.16	9.46	102,903,186	2.08	70.5	2,530,721.43	377.78	11.17	2.46	83.2
West Virginia	577	259	7,377	28.48	95,992.03	370.63	13.01	4,256,529	2.25	64.2	113,263.85	437.31	15.35	2.66	75.8
Ohio	605	14,593	379,680	26.02	5,253,240.57	359.98	13.84	229,706,300	2.29	59.5	6,198,629.65	424.77	16.33	2.70	70.2
Indiana	831	3,595	78,141	21.74	1,501,142.55	417.56	19.21	64,935,171	2.31	50.2	1,767,741.46	491.72	22.62	2.72	59.2
Michigan	745	14,643	237,073	16.19	5,262,502.11	359.39	22.20	176,619,385	2.98	48.2	6,209,098.23	424.03	26.19	3.52	56.9
Illinois	1,005	10,521	237,020	22.53	4,664,482.76	443.35	19.68	238,205,100	1.96	44.1	5,511,932.70	523.90	23.26	2.31	52.1
Total	678	52,043	1,213,251	23.31	$19,357,671.96	$371.96	$15.96	823,168,506	2.35	54.9	$22,845,379.12	$438.97	$18.83	2.78	64.7

Note 1: Reflects present revenue based on revenue as assessed, increased 6% under Ex Parte 196, effective March 7, 1956, and 14% under Ex Parte 206 A, effective August 26, 1957, for 58.33% of total for first 7 months of traffic study and 14% or 41.67% of total for the last 5 months of traffic study. This is equivalent to an increase of 18% over the period covered by the traffic study.

4532

[fol. 4533]

I.C.C. Exhibit No. 109

Before the

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket No. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

REBUTTAL TESTIMONY

of

JEROME GILBERT, TRADE ECONOMIST,

THE PORT OF NEW YORK AUTHORITY

This statement is verified. Unless written request for cross examination is received by affiant or his attorney (S. H. Moerman, Investment Building, Washington 5, D. C.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

[fol. 4534] My name is Jerome Gilbert. I am the Trade Economist of The Port of New York Authority. I have previously testified in this proceeding and my verified statement, with supporting exhibits, is identified in this record as Exhibit No. 16. This exhibit includes my transportation experience and qualifications.

At page 234 of the record, counsel for the Baltimore Railroads questioned me with regard to the periods used in my Exhibit JG-13. As stated in my verified statement (Exhibit No. 16) at page 9, the comparison is between the calendar year 1951 and a statistical year beginning August 1, 1955 and ending July 31, 1956.

Counsel for the Baltimore Railroads also questioned me at page 235 with respect to the difference between the figures shown in my Exhibit JG-13 and those in Mr. Crookshank's (Exhibit 2). I assume that Mr. Langdon was referring to the figures shown in Mr. Crookshank's Exhibits AJ-13 and AJ-14. The differences are due to the following factors.

In the first place, my figures do not include the freight moving on the New Haven Railroad, whereas Mr. Crookshank's exhibit does include the freight carried by the New Haven Railroad.

In the second place, at the time I was preparing my Exhibit JG-13, I had available information only for the cars handled by the Erie and Lehigh Valley railroads for the calendar year 1951 and statistical year ending July 31, 1956.

In order to put them on the same tonnage basis as the New York Central and the D. L. & W., I converted the car [fol. 4535] totals of the Erie and Lehigh Valley for both periods into tons by using a figure of 28 tons per car. Mr. Mollman's Exhibit MLM-3 (Exhibit 51) at page 11 shows an estimated average weight of 27.85 tons per car, indicating that my 28 tons figure was fairly accurate. Subsequent to the time when my JG-13 was prepared, the Erie and Lehigh Valley Railroads developed the actual tonnage figures which were included in Mr. Crookshank's Exhibits AJC-13 and AJC-14. To the extent that there are differences between my exhibit and Mr. Crookshank's exhibits they are attributable to these two factors. However, since I used the same conversion figures for both periods, my

Exhibit JG-13 is accurate insofar as it shows a trend and percentage changes.

At pages 232 and 234 of the transcript, counsel for the Baltimore Railroads asked me for the names of persons on the four railroads who gave me the underlying data used. Actually, all this information was given to me by Mr. R. Keefe of the New York Central Railroad. I have since asked Mr. Keefe for the names of the persons who developed or gathered this information. For the New York Central, they were Messrs. Keefe, Noll and Monahan; for the Erie, they were Messrs. Bell, Van Clete and Smith; for the D.L. & W., Messrs. Stumpf and McGary; for the Lehigh Valley, Messrs., Calligan, Warnock and Carr.

[fol. 4536]

VERIFICATION

City of New York
State of New York ss.
County of New York

Jerome Gilbert, being duly sworn, deposes and says that foregoing statement is true and correct to the best of his information, knowledge and belief.

Signed: /s/ Jerome Gilbert

Subscribed in my presence and sworn before me
by the affiant above named on this
16th day of May, 1958

/s/ Mildred B. Bruno
Notary Public
My Commission expires 1960.

Seal

[fol. 4537]

I.C.C. EXHIBIT No. 110

BEFORE THE
INTERSTATE COMMERCE COMMISSION

I. and S. Docket No. 6615
EQUALIZATION OF RATES AT
NORTH ATLANTIC PORTS

VERIFIED STATEMENT
of
KENNETH COLE,
COST ACCOUNTANT,
THE NEW YORK, NEW HAVEN AND
HARTFORD RAILROAD COMPANY

New Haven, Connecticut
May 21, 1958

[fol. 4538] My name is Kenneth Cole. I am employed as Cost Accountant, The New York, New Haven and Hartford Railroad Company with headquarters at 54 Meadow Street, New Haven 6, Connecticut.

I entered the employ of the New Haven in 1919 in the Operating Department, Office of the General Superintendent in New York. I was transferred to the Division Accountant's Office in Boston in 1920 and to the General Offices in New Haven in 1928. Since that date I have held various positions in the Accounting Department.

My entire career of 38 years with the New Haven Railroad has been devoted chiefly to the preparation and analysis of statistical and cost data.

Witness Heywood's Exhibits JLH-1 and JLH-2 submitted in this proceeding undertook for import and export traffic to compare costs and revenues at Baltimore, Philadelphia, New York and Boston on selected commodities. These costs were composed of three factors, an interior terminal factor, a line-haul factor, and a port terminal factor, except that in the case of Boston no port terminal factor was shown.

In order to fill in the gap in his study with regard to Boston, I have made a study of the costs incurred by the New Haven Railroad at the Port of Boston and from this I have derived a cost per car of handling import and export traffic at Boston which, when modified by a supplemental per ton figure, reflects the New Haven's cost of handling [fol. 4539] import and export traffic within the Boston Terminal area.

In producing these terminal costs I have allocated system average Maintenance of Way and Structures costs per yard track mile for the three years 1955-1957 on the basis of such mileage in the Boston Freight Terminal and have adjusted wages and prices to 1957 levels. I have derived locomotive maintenance, depreciation, fuel and lubricants on the basis of the types of locomotives currently used at Boston Freight Terminal, and allocated these costs according to the May, 1957 yard switching locomotive miles at Boston Freight Terminal for each type of power unit studied. System transportation costs per yard switching mile have been allocated on the basis of Boston Freight

Terminal yard switching miles for May, 1957. System charges to Account 415 were apportioned according to the ratio of Boston Freight Terminal yard locomotive miles, May, 1957 to system locomotive miles, freight, for 1957. All other charges to operating expenses were based on system ratios in total freight expenses for 1957 applied to the basic study charges discussed above.

Charges to operating expenses, Railway Tax Accruals, and 6 percent interest on locomotives were reduced to a cost per switch engine minutes in the Boston Freight Terminal for May, 1957, and from this was derived a cost per car loaded with export or import freight (excluding scrap iron) originated or terminated in the Boston Freight Terminal in accordance with a switching time study made at [fol. 4540] the Terminal in March, 1958.

To these were added: (1) Per Diem applied to average car day detention on the subject freight, (2) real estate taxes, depreciation, rental and interest charges on the general yard operations portion of Boston Freight Terminal, (3) pier usage costs, and (4) station handling costs based on a special study.

From these I developed average fully distributed unit costs per car and per ton which, when combined, produce a Boston Terminal total cost per car. These unit costs for the New Haven Railroad at the Port of Boston are:

	Average Cost per car (a)	Average Cost per ton (b)
Box cars	$ 38.27	$ 3.22
Tank Cars	27.72	.15
Open Top Cars	44.82	.15

The Port of Boston total cost per car can be figured from the above by multiplying the cost per ton in column (b) by the weight of the contents of the car and increasing the result by the cost per car shown in column (a). Witness Heywood according to the work papers underlying his Exhibits JLH-1 and JLH-2 which work papers I have examined, developed similar cost elements on a per car and per ton basis for other ports.

Witness Warren has introduced an exhibit in this case which I have reviewed and which shows costs for various movements of box car traffic between Newport News—Norfolk and points in differential territory. It is possible to [fol. 4541] restate Mr. Warren's terminal costs for Newport News-Norfolk in the form used earlier in this statement regarding Boston and in the form used by Witness Heywood. The same is true of Witness Petterson's exhibit showing costs for various movements between Hampton Roads and points in differential territory. The costs shown by Witness Warren are confined, however, to box car traffic with a net load of 27.7 tons or 55,400 pounds. I have used such a net load and type of car as a basis on which to compare terminal costs at Boston, Philadelphia, Baltimore, Newport News-Norfolk and at Hampton Roads. Such a comparison follows:

Port Terminal	Box car traffic 27.7 tons net load average cost per car-Port Terminal costs
Boston	$ 127.46
Philadelphia (Witness Heywood)	126.99
Baltimore " "	111.44
Newport News-Norfolk (Witness Warren)	128.46
Hampton Roads (Witness Petterson)	131.48

On the basis of the above costs, with Boston with an index of 100, it is readily apparent that Boston port costs are at a midpoint among those of Baltimore (87.4%), Philadelphia (99.6%), Newport News-Norfolk (100.8%) and Hampton Roads (103.2%). Thus it is clear that the terminal costs on import and export traffic at Newport News-Norfolk and Hampton Roads exceed the New Haven's terminal costs at Boston. I make this comparison because it is my understanding that import-export rates between differential territory and these Virginia ports are lower than the New Haven's rates on such traffic to and from Boston.

[fol. 4542] I have produced from the above fully distributed unit costs for the New Haven at Boston the corresponding out-of-pocket costs by using 80 percent of operating expenses, rents and taxes, 50 percent of return on road

property and 100 percent of return on equipment. On this basis which is that used by the Commission's cost section in its Form A studies, the New Haven's out-of-pocket terminal costs at Boston are as follows:

	Average Cost per car (a)	Average Cost per ton (b)
Box cars	$ 30.48	$ 2.60
Tank cars	22.05	.15
Open top cars	35.73	.15

Using the fully-distributed and the out-of-pocket unit terminal costs for the New Haven at the Port of Boston discussed above, I have completed for the Port of Boston the cost statement supplied by Witness Heywood in his Exhibits JLH-1 and 2 and have produced the consequent ratios of fully-distributed costs to revenues with respect to the commodities and movements covered by Exhibits JLH-1 and 2. I have likewise produced for these movements the ratios of out-of-pocket costs to revenues, using 80 percent of the line-haul and interior terminal costs that Witness Heywood shows in his Exhibits JLH-1 and 2. These ratios are set forth in appendices A and B attached hereto. As indicated by these appendices the aggregate ratios of cost to revenues with respect to these movements are as follows:

[fol. 4543]

	Ratio of out-of-pocket costs to revenues	Ratio of total costs to revenues
Import traffic	75.23%	93.89%
Export traffic	79.25%	98.88%

VERIFICATION

STATE OF CONNECTICUT,)
) ss.:
COUNTY OF NEW HAVEN,)

KENNETH COLE, being duly sworn, deposes and says that he is Cost Accountant of The New York, New Haven and Hartford Railroad Company, respondent in the above-entitled proceeding; that he has read the foregoing verified statement, and knows the contents thereof; that the same are true as stated, except as to matters and things stated on information and belief, and that as to those matters and things he believes them to be true.

KENNETH COLE

Subscribed in my presence and sworn to before me by the affiant above named this 21st day of May, 1958.

J. F. DAVIES
Notary Public
My Commission expires April 1, 1962.

[Notarial Seal]

APPENDIX A

SUMMARY OF REVENUES, COSTS AND RATIOS

IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY
VIA PORT OF BOSTON

Group No.	Commodity	No. of Cars	Revenue	Total Costs	Ratio of Total Costs To Revenue	Out-of Pocket Costs	Ratio of out-of-pocket costs to Revenue
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
35	Cotton, Linters	3	$ 1,124.00	$ 1,303.89	116.00%	$ 1,044.14	92.90%
75	Coffee	1	520.80	505.95	97.15	405.37	77.84
199	Prod. of Agri., Coconut	1	422.40	456.81	108.15	365.84	86.61
323	Clay, Ball or China	3	1,870.00	1,866.03	99.79	1,476.01	80.00
399	Prod. of Mines, Talc	3	1,139.20	1,324.23	116.24	1,061.28	93.16
415	Plywood	2	915.20	906.51	99.05	726.00	79.33
499	Prod. of Forests, Cork Waste	1	178.20	277.80	155.89	222.36	124.78
523	Rubber, Crude	1	637.00	457.56	71.83	366.75	57.57
545	Tanning Material (Divi.Pods)	3	1,890.80	1,522.03	80.50	1,219.30	64.49
555	Aluminum, Bar, Ingot, Pig	1	282.80	296.21	104.74	237.17	83.86
559	Copper, Bars, Ingots	2	1,650.00	1,237.99	75.03	992.51	60.15
571	Metal Alloys, Tin	1	545.20	422.25	77.45	338.36	62.06
583	Mfd. Iron and Steel	6	4,832.00	2,986.07	61.80	2,394.55	49.56
653	Wood Pulp	2	1,123.40	1,054.46	93.86	845.26	75.24
657	Newsprint	5	2,132.00	2,134.24	100.11	1,709.86	80.20
671	Wallboard	4	1,434.40	1,587.95	110.70	1,271.93	88.67
723	Burlap Bagging	2	798.00	784.97	98.37	628.72	78.79
735	Rope Cordage (Bale & Binder Twine)	5	1,251.60	1,656.96	132.39	1,326.57	105.99
759	Sugar	4	2,293.20	1,979.44	86.32	1,586.76	69.19
763	Food Prod. -N.O.S., Unfrozen	7	2,142.00	2,758.82	128.80	2,209.22	103.14
		57	$27,182.20	$25,520.17	93.89%	$20,447.96	75.23%

4544

APPENDIX B

SUMMARY OF REVENUES, COSTS AND RATIOS
EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY
VIA PORT OF BOSTON

Group No. (1)	Commodity (2)	No. of Cars (3)	Revenue (4)	Total Costs (5)	Ratio of Total Costs To Revenue (6)	Out-of Pocket Costs (7)	Ratio of out-of Pocket Costs to Revenue (8)
1	Wheat	2	$ 880.00	$ 1,405.82	159.75%	$ 1,127.03	128.07%
3	Corn	2	880.00	1,478.33	167.99	1,185.03	134.66
15	Wheat Flour	1	379.50	539.25	142.09	432.06	113.85
17	Corn Meal	1	438.70	665.61	151.72	533.33	121.57
45	Soybean Oil Meal	2	725.20	1,076.29	148.41	862.54	118.94
103	Malt	1	360.80	642.73	178.14	515.11	142.77
215	Fresh Meats	1	748.00	483.27	64.61	387.09	51.75
217	Meats, Cooked (cured or preserved)	1	377.20	355.66	94.29	285.09	75.58
219	Packing House Prod. (Lard)	1	360.80	351.63	97.46	281.84	78.12
229	Butter	1	528.20	477.49	90.40	382.43	72.40
231	Cheese	1	715.20	514.64	71.96	412.31	57.65
239	Hides and Skins	1	941.60	651.60	69.20	522.20	55.46
299	Animal Tallow	1	509.60	463.92	91.04	371.63	72.93
505	Lubricating Oil	1	336.00	352.18	104.82	282.19	83.99
515	Soybean Oil	1	663.40	546.93	82.44	438.16	66.05
539	Fertilizer (Ammonium Sulphate)	2	1,057.28	1,357.90	128.43	1,088.74	102.98
549	Plastics	2	1,508.00	990.21	65.66	793.28	52.60
575	Billets, Iron and Steel	1	532.00	413.44	77.71	332.12	62.43
583	Plates, Sheets	5	3,018.40	2,616.97	86.70	2,099.73	69.56
587	Iron and Steel Pipe	3	1,262.80	1,189.27	94.18	954.74	75.61
591	Agricultural Implements	1	415.00	428.20	103.18	343.19	82.70
595	Machinery	2	936.00	749.85	80.11	600.71	64.18
613	Autos, Passenger, S.O.	5	1,897.75	1,344.45	70.84	1,075.83	56.69
623	Vehicle Parts	1	769.60	481.41	62.55	385.88	50.14
627	Tires and Tubes	2	610.40	601.09	98.47	481.27	78.85
659	Printing Paper	1	423.20	438.71	103.66	351.38	83.03
669	Pulpboard	2	782.40	806.31	103.06	645.94	82.56
697	Glass Bottles	1	273.60	374.67	136.94	300.03	109.66
707	Refrigerators	1	356.00	357.79	100.50	286.34	80.43
763	Food Prod. N.O.S, Unfrozen (Milk)	1	390.00	429.06	110.02	343.74	88.14
773	Feed, Animal or Poultry	2	726.40	952.75	131.16	763.46	105.10
		50	$23,803.03	$23,537.43	98.88%	$18,864.42	79.25%

4545

[fol. 4546]

I.C.C. EXHIBIT No. 113

This statement is verified. Unless written request for cross-examination is received by affiant or his attorney not later than ten days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Before The

INTERSTATE COMMERCE COMMISSION

I. & S. DOCKET NO. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

VERIFIED STATEMENT OF W. F. FRENCH

[fol. 4547]

Before the

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket #6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

TESTIMONY OF W. F. FRENCH

My name is Wesley F. French. I am Manager of Rate Cost Studies and Statistics of the New York Central System with offices at 466 Lexington Avenue, New York, N.Y. In this capacity I have jurisdiction over the preparation of cost studies involving freight and passenger operations, operating statistical statements and annual reports to the Interstate Commerce Commission, various Public Service Commissions and regulatory bodies, and to the shareowners. I have held my present position since it was created December 15, 1956. Prior to that time I was Assistant to Comptroller for seven (7) years, and my experience with the New York Central System, which has been in various capacities in the office of the Comptroller, extends over twenty-eight (28) years.

I am appearing on behalf of the respondent railroads which serve the ports of New York, Boston, and Portland, Me., together with intermediate ports thereto, in support of the tariffs of these railroads which seek to establish import and export rates between New York, Albany, Boston [fol. 4548] and ports north thereof on the one hand, and that portion of Central Territory known as differential territory on the other hand, the same as the import-export rates between Baltimore and differential territory.

My first exhibit No. —— (WFF-1) is Exhibit No. 50 (JLH-5) restated. It shows the revenues, *restated* out-of-pocket costs, and operating ratios for movements of *import*

traffic terminating in differential territory via the Port of New York.

My second exhibit No. —— (WFF-2) is Exhibit No. 50 (JLH-6) restated. It shows the revenues, *restated* out-of-pocket costs, and operating ratios for movements of *export* traffic originating in differential territory via the Port of New York.

Each of these exhibits is a restatement as indicated of the Protestants' exhibits (JLH-5 and JLH-6) generally adjusted for some of the more obvious inconsistencies and errors as follows:

1. Adjustment of linehaul out-of-pocket cost to exclude marine cost.

2. Adjustment of interior terminal cost to exclude marine cost.

3. Adjustment of interior terminal cost to exclude carload platform cost.

4. Restatement of out-of-pocket port cost on the basis of out-of-pocket percentages for primary accounts developed by the Commission in connection with Ex Partes 28300 and 28310.

5. Adjustment of the port cost with respect to PRR port cost entitled "Trucking In Lieu of Lighterage".

[fol. 4549] 6. The PRR procedure followed in determining costs for box cars and open top cars at Jersey City and Greenville.

7. Restatement of the index used by the Protestant Lines to adjust the port cost to the level of January 1, 1958.

8. Restatement of linehaul, inland terminal, and port costs, which include a 6% return, to include a 4% return.

1. Adjustment of Line-Haul Costs.

The line-haul costs shown in the protestant roads' study are based upon the rail line Form A costs for the Eastern District railroads for the year 1955, adjusted to the cost levels of January 1, 1958. Inasmuch as the methods prescribed by rail line Form A result in a certain amount of

marine costs being chargeable as line-haul, and inasmuch as the protestant roads have made a special study of their marine costs at the ports, it was acknowledged by protestant lines that proper adjustment should be made to eliminate such marine expenses. The results of this correction are shown at pages 1551 and 1552 of the record. This adjustment has been incorporated in my restatement.

2. Adjustment of Inland Terminal Costs—Marine Costs.

For reasons similar to those outlined under item 1 above, and using the basis for correction as above indicated, I have adjusted the inland terminal cost to exclude the marine cost elements which are present in it due to the methods and procedures of rail line Form A.

[fol. 4550] *3. Inland Terminal Costs—Carload Platform Expense.*

The inland terminal costs are adjusted to eliminate carload platform expense for the reason that such expense occurs at the ports and may be presumed to have been included in the port costs. I have determined that for the New York port lines, other than the protestants, carload platform expense is at the ports and not at inland terminal points.

4. Restatement of Out-of-Pocket Port Cost.

Use of the actual out-of-pocket percentages for the port costs in lieu of the overall territorial average figures which apply to total costs, has been done so as to better reflect that portion of port expenses which are variable with the volume of port traffic handled. The percentages used by Witness Heywood; that is, 80% for operating expenses, rents, and taxes, 100% for return on investment in equipment, and 50% for return on investment in the road items, are broad territorial average relationships and, as such, I have no objection to these figures. However, I do question the propriety of applying them in an instance such as this, where we are dealing with a specialized operation and specialized property as in the case of the New York port terminal. The costs of the New York port terminal com-

prehend the operation of tugs, lighters, and car floats, the wharves and docks necessary for their operation, as well as the land and auxiliary facilities. There is no question but that insofar as the shore facilities are concerned, there is substantial unused capacity and, therefore, the addition of even large amounts of traffic would have very moderate [fol. 4551] effect on the cost. With respect to the floating equipment, I have considered that insofar as the investment in the tugs, car floats, and lighters are concerned, that these expenses would be directly variable with traffic changes over the long run. In connection with the repairs to the equipment, I have considered that additional traffic which uses such existing equipment would occasion very little additional expense.

Thus in the determination of the out-of-pocket portions of the New York port terminal expenses, I have relied on the basis which was used by the Cost Finding Section in prior cases. The Cost Finding Section formerly developed out-of-pocket costs by applying out-of-pocket or variable portions to each individual item of expense. This procedure was abandoned for two reasons, 1/ it was found that the total expenses for railroads having different traffic densities could be measured and, in that way, obtain the variability of expenses with changes in traffic volume on a broad basis for all accounts combined, 2/ it also was found that the use of individual accounts required a considerable amount of work.

As stated before, no objection is made to the broad percentages which the Cost Section uses for overall application. I do question the validity of the application of these broad percentages to such highly specialized operations as are performed in the New York or other port areas.

I have considered investment in floating equipment to be directly variable in the long term with the amount of traffic handled. On the other hand, I have considered that [fol. 4552] repairs to the floating equipment are 10% variable with changes in traffic volume. Insofar as repairs is concerned, my treatment of 10% of these expenses as being variable with changes in traffic volume is predicated on the fact that little increase in the repair expense will be due to changes in the volume of traffic handled on exist-

ing equipment. In other words, if five (5) cars on the average are being handled on the present fleet of car floats it is obvious that if seven (7), eight (8), or even ten (10) cars are handled on these car floats there would be only relatively little increase in the maintenance costs. Likewise additional tons could be handled up to lighter capacity without seriously raising maintenance costs. On the other hand, treatment of floating equipment investment as being 100% variable is on the assumption that substantial increases in traffic would occasion the addition of more floating units in the long term.

While 100% for the out-of-pocket portion of investment in floating equipment may be high, it is used in the absence of any available breakdown of the overall 100% ration on all equipment investment to investment in floating equipment only. Therefore, floating equipment investment is treated in this respect the same as any other equipment investment; whereas, it is altogether probable that the floating equipment ratio itself, would not be as high as 100% but might be 50% or less because of the large degree of unused capacity generally present in the lighter and carfloat supply.

[fol. 4553] When it became evident that a restatement to an out-of-pocket basis was necessary in order that the Commission might be suitably informed as to the port costs at New York, the respondent lines called for the protestants' workpapers underlying their port cost studies. It was found that while, as Witness Heywood indicated, the studies of the B&O, CNJ, and PRR may have been developed on similar principles, nonetheless the working procedures used by these railroads differed significantly. The Pennsylvania made extensive use of primary operating expense accounts. However, the B&O and CNJ did not use primary expense accounts to any appreciable extent but, instead, identified numerous expenses and costs by functional areas. Thus, individual out-of-pocket percentages for the primary operating expense accounts could be applied only against the PRR study. However, the results of these applications indicated an overall out-of-pocket operating expense ratio of 58% and an overall out-of-pocket return on investment ratio of 67%. This contrasts with protestants' use of 80%

as the overall out-of-pocket operating expense ratio and 80% as the overall out-of-pocket return on investment ratio. Since similar out-of-pocket computations could not be made for the B&O-CNJ study, there was no recourse except to apply the overall PRR percentages. By this method, the protestants' overall New York port expenses were adjusted to determine the out-of-pocket portion.

[fol. 4554] *5. Adjustment of the PRR New York Port Cost with respect to "Trucking in Lieu of Lighterage".*

The New York port costs contained on the protestant lines' exhibits include, insofar as the PRR is concerned, elements of float bridge expense and marine carfloat expense considered by the PRR as "trucking in lieu of lighterage". These costs were stated on a "per ton" basis. Inasmuch as it is obvious that no "trucking in lieu of lighterage" actually could be performed on traffic in movement over the float bridge or on the carfloat in railroad freight cars, and that in spite of its designation, this traffic is in no way different from any other rail traffic handled over the float bridge or on the carfloat, I feel it should have been accorded the same basis of cost as was given the other carfloat traffic, i.e. stated on a "per car" basis. I have made this adjustment and it is included in the restated port cost.

Protestants have acknowledged the propriety of this adjustment as may be noted by reference to page 1562 of the transcript.

6. Adjustment of the Pennsylvania Railroad Port Costs for Box and Open Top Cars at Jersey City and Greenville.

In computing the marine costs associated with the movement of box cars and open top cars to or from Jersey City and Greenville (N.J.) the PRR combined costs for both facilities into one total and then divided this total between box cars and open top cars on the basis of the tonnage handled by each type of car. The adjustment I have made [fol. 4555] follows this same procedure, except that I have dealt with Jersey City and Greenville costs separately. In other words, I first separated the Jersey City cost between

box cars and open top cars on the basis of the tonnage associated with Jersey City, then I likewise separated the cost at Greenville on the basis of the tonnage associated with Greenville.

7. Restatement of the Index to Adjust Port Costs to January 1, 1958.

The computations made by the protestant lines in developing their index contained an error with respect to "Net Rents Payable". This item had been handled as a credit to expense, whereas it should have been handled as an item of additional expense. This adjustment has been made. Also, fuel and materials and supplies expenses were combined and a combined index factor was developed. In my readjustment, I have computed an index factor for fuel and another index factor for materials and supplies. This approximates the adjustment procedure used by the Cost Section in connection with adjusting Rail Line Form A.

8. Restatement of the 6 Percent Return to a 4 Percent Return.

In computing return on investment for road and for equipment included in the line haul, inland terminal, and port terminal costs, the protestant lines used a return of 6 percent. I have substituted a return of 4 percent. In doing this, I have relied upon the Commission's decision in I.&S. Docket 6679, *Switching Charges at Detroit, Michigan,* decided June 5, 1957, where at Sheet 12 the Commission stated:

> "* * * the costs have been restated on the basis of a return of 4 percent which more nearly approaches the return being earned by the respondent and the railroads as a whole operating in Official Territory."

[fol. 4556] Protestants' exhibits have attempted to show that the traffic handled by the New York railroads is handled at an out-of-pocket loss. Even before considering the adjustments as mentioned above, protestants' exhibits show

an almost equal amount of revenues and out-of-pocket costs, and therefore operating ratios of approximately 100% as follows:

	Total Freight Revenue	Total Out-of-Pocket Cost	Ratio of Out-of-Pocket Costs to Revenues
Import	$111 623 38	$112 153 54	100.5%
Export	186 527 35	185 832 83	99.6%
Total	$298 150 73	$297 986 37	99.9%

Adjusting the protestants' exhibits as indicated above, the out-of-pocket costs are reduced to a point where the revenues substantially exceed them, and the operating ratios become approximately 81%, as follows:

	Total Freight Revenue	Total Out-of-Pocket Cost	Ratio of Out-of-Pocket Costs to Revenues
Import	$112 325 68	$ 90 450 37	80.5%
Export	186 527 35	151 290 41	81.1%
Total	$298 853 03	$241 740 78	80.9%

Thus, it is evident that for the traffic selected by the protestant the over-all result indicates a profitable operation and a reasonable revenue contribution.

Although the average costs shown in my restatement are considerably lower than those in the protestants' exhibits, they are still substantially overstated. This is because several additional adjustments, all of which would have further reduced these costs, were not made, either because the necessary information was not furnished or because [fol. 4557] the effect of such adjustments could not be satisfactorily determined.

In reviewing the protestant lines' costs for the Port of New York the need for additional adjustments became apparent and which, had sufficient information been available as requested or if the protestant' studies could have been further modified to reflect these adjustments, I would have included in my restatement. In this category are the following:

1. A discrepancy between the count of cars moving during September 1956, to and from the PRR's West 12th Street piers.

2. With respect to loaded import-export cars, the September 1956 yard study week used by the PRR was 58% below average September 1956 week.

3. 145.760 tons were handled at New York during September 1956. This is 23% below the average 1956 month which amounted to about 190.000 tons.

4. The protestants' harbor operations as studied are not representative of the harbor operations of the other New York lines with respect to lighterage, car floatage, trucking-in-lieu-of-lighterage and ship to car.

5. The lighterage yard costs reported by the Central of New Jersey at Jersey City are disproportionately high due to low utilization.

6. Icing charges were included in the PRR costs even though there was no import-export perishable traffic.

[fol. 4558] 7. The exclusion of a substantial amount of bulk traffic by the protestant lines on the grounds that such traffic is not representative.

8. The disproportionate relationships in the traffic samples included in Protestants' exhibits with respect to the actual movement of such traffic through the Port of New York during the study year.

9. Insufficient credit allowances arising from accessorial revenues at the Port of New York versus the large credits from similar revenues at the Port of Baltimore.

10. Overstatement of B&O floating equipment maintenance costs.

—o—

1. According to PRR's September 1956 study 4,662 cars moved to or from West 12th Street. Based on the September 1956 data abstracted from the annual Vessel Operation Report and furnished by PRR as requested, 5,488 cars moved. Obviously, 5,488 cars instead of 4,662 cars result

in considerably lower costs per car on floatage to or from West 12th Street.

2. PRR yard cost work sheets indicate that a switching study was made during the week of September 25 to October 1, 1956. During this week 304 loaded cars of import-export freight were studied. This averages 43 such cars per day. On the other hand, during September 1956, 3,135 loaded import-export cars, or an average of 105 cars per day, passed through the yard facilities. From this it can be seen that in the terms of import-export cars the yard study [fol. 4559] week represented only about 42% of the average September week, or less than 10% of the whole month. This particularly low yard utilization with respect to import-export traffic hardly can be considered as representative of September itself, for the following reasons:

PRR has advised that all cars at the yards during September 1956, were given 238,418 car-handlings, against 3,016,400 handlings during the year 1956. Thus on this basis September, itself, appears to be fairly average, and this fact indicates that some unusual circumstances might be present with respect to import-export cars. Numerous times throughout cross-examination of PRR cost and operating witnesses, the respondent lines requested the number of cars given handlings for the week of September 25 to October 1, 1956 and for the month of September, 1956 at these yards for comparison with the 304 and 3,135 import-export cars given handlings. In this way it was hoped to gauge the representativeness of the import-export car movement. The requested data have never been furnished. Instead, PRR provided the amounts of car-handlings given these cars, mentioned above. Therefore, using such information as has been made available, I can only conclude that September probably was fairly normal with respect to the average month of the year as long as the number of handlings per car did not vary greatly and, if so, the 3,135 loaded import-export cars passing through these [fol. 4560] yards during September may be presumed to be normal also. On this basis, the study week is seriously understated with respect to import-export cars, and probably with respect to all cars.

3. The protestant lines used 145,760 tons handled in September 1956 in connection with developing the New York port costs. Protestant lines' exhibit No. 51 (Exhibit MLM-2, pages 32 and 96) shows that the protestant railroads handled 2,318,644 tons of import-export traffic during the year 1956, or an average of about 190,000 tons per month.

The difference between the 145,760 tons used for September 1956, and the 190,000 tons handled by the study roads in an average month, is evidently attributable to two reasons: 1/ The month of September was evidently subnormal traffic-wise for the B&O. For the year 1956, the B&O handled 318,145 tons of import-export freight (R. 1548) or about 26,500 tons per month. In its cost study, however, the B&O tonnage of 11,647 tons (R. 1631) was 14,853 tons less than the average month of 1956. This, of course, greatly inflated unit costs based on this smaller tonnage. 2/ The study roads excluded some low-cost tonnages from their study in computing their costs. From the September 1956 total, there were excluded some 14,288 tons of scrap iron and 13,743 tons of ores handled by the CNJ during that month.

4. During September 1956 the protestant carriers show [fol. 4561] in their port cost study that they handled only 145,760 tons of railroad import-export traffic, which is about one-third of total such traffic. This means that two-thirds of the traffic is handled by the other railroads and has not been properly costed. The importance of this can be seen when it is realized that for the protestant railroads, lighterage traffic, which is generally the highest cost, constituted 87.6 percent of the total traffic; car floatage constituted 2.2%; and, trucking in lieu of lighterage, 10.2%. There was no direct ship to car traffic, which is usually low cost. On the other hand, the other New York harbor lines (NYC, Erie, DL&W and New Haven) show that during September 1956 lighterage amounted to 70.4%, car floatage constituted 5.9%, trucking in lieu of lighterage 10.7%, and direct ship to car 13.0%. This means that if consideration is given to the harbor services performed by these other New York lines the terminal costs at New York de-

veloped by protestant carriers would be reduced. As noted above, the protestants' cost study does not include any direct ship to car traffic, nor does it include any direct car to ship traffic. It seems likely that sizable amounts of this traffic would have been included had the Port Newark area been covered by the cost study. Inasmuch as this area is an integral part of the New York Harbor operation, being within the free lighterage limits and located between the PRR Waverly Yard and Greenville Pier facilities, it is difficult to understand why it was omitted. Had it been included, large volumes of bulk and direct transfer traffic [fol. 4562] would have been studied, most of which would have moved between shore and ship without the use of lighters, etc., and could be presumed to be a somewhat lower cost operation than the portion of the New York Harbor operation covered by the protestants' cost study.

5. The cost per loaded car at the CNJ lighterage yard at Jersey City is shown in the working papers of the CNJ as $33.85. Of this, real estate taxes amount to a little less than $18 per loaded car. During the month of September 1956, only 1,297 loaded cars were reported at the lighterage yard. This lighterage yard covers an area of some 77 acres (see pages 1399 and 1400 of record). It would appear that a 77 acre yard handling only 1,297 loaded cars per month must have a very high degree of unused capacity, or be used for purposes other than the switching of cars. A visit to this yard indicated that extensive areas are used for the storage of iron and steel, either on the ground or in cars. In fact, considerable ground area has apparently been left between the tracks for this purpose. I am unable to determine to what extent, if any, credit has been given in this study for the storage of iron and steel in this yard. Judging from the size of the yard cost however, it would appear that either very little revenues are derived from steel storage or very little credit for them has been given.

[fol. 4563] 6. The PRR's yard study included a cost for icing cars. While the effect of this cost item was minor, it was entirely inappropriate as there were no import-export refrigerator car movements involved. Later it was indicated at page 1563 of the record, that the costs of icing

amounting to 10 cents per car should be excluded from the yard costs.

7. By reference to page 1552 of the record, it will be found that the CNJ study omitted 14,288 tons of export scrap iron and 13,743 tons of import ore. At page 1549, testimony is given stating that these tonnages moved over CNJ Pier #7 and were handled directly between ships and cars. As in the case of the Port Newark area traffic, had this been included there would have been a downward revision of the harbor costs and, also, it would have provided data as to direct car to ship and direct ship to car operations. There is no way of evaluating the cost effect of these omissions except to say that in all probability the New York port costs are stated at somewhat higher levels than would be the case otherwise. This is evident for the reason that the omitted 28,031 tons of scrap iron and ore is equivalent to more than 19 percent of the total import/export tonnage reported as studied by the protestant lines at the Port of New York during September 1956.

8. In various instances the protestant lines' exhibits show a disproportionate number of sample shipments when measured against actual traffic movements. Commodity No. 3, Corn, is an example of this. The protestant roads handled only 661 tons of such traffic (see Witness Mollman's Ex-[fol. 4564] hibit No. MLM-2) and, of this, it is highly probable that very little was bagged corn such as Protestants' exhibit shows. Protestants' exhibit sets forth six (6) car movements of bagged corn at 30 tons each, for a total of 180 tons. This is equivalent to 27 percent of the protestant lines' entire corn tonnage for the year. In contrast, the protestant lines handled 33,646 tons of wheat during the traffic study year from differential territory. Protestants' exhibit, however, includes only 221.6 tons or about 0.7% of the year's tonnage.

Below is a tabulation of commodities which are included in Protestants' exhibits but which received no movement between the Port of New York and differential territory during the traffic study year:

Import Traffic		No. of car movements in Protestants' Cost Study	No. of car movements in Protestants' Traffic Study	
	Commodity		TO Differential Territory	TO ALL Territories
311	Aluminum Ore and concentrates	1	0	0
323	Clay and bentonite	3	0	4
339	Asphalt	3	0	1
633	Cement natural or portland	4	0	1
	Export Traffic		**FROM Differential Territory**	**FROM ALL Territories**
43	Soybeans	4	0	0
47	Vegetable and nut oil cake and mill N.O.S.	2	0	1
399	Products of Mines N.O.S.	1	0	9
539	Fertilizers N.O.S.	2	0	16

[fol. 4565] 9. I would like to point out that for some commodities the protestant roads' study does not appear to make proper allowances for accessorial operations from which revenues are derived by the railroads. For example, again I have in mind the movement of export corn into New York. From differential territory 66,393 tons of export corn were handled through New York during the traffic study year, of this the NYC moved 61,631 tons. Most of this corn went to the NYC's grain elevator at Weehawken, N.J. and, there, some of it was bagged. For this bagging operation the Central received accessorial revenue. Very little, if any, of this corn was received at New York as other than bulk shipments. Therefore, the greater part of the movement of corn into New York is not accurately reflected by the protestants' exhibit which deals only with bagged corn. There is no generally representative cost for handling corn at New York before the Commission in this proceeding. For that matter, there is no representative cost for handling any specific commodity at New York determinable from protestants' exhibits. This

treatment of the export corn traffic at New York is in sharp contrast to the treatment of the cost of handling grain at Baltimore which resulted in an overall net credit of 14 cents per ton due to greater revenue elements being included in the "cost" than cost elements. It should be noted that none of the protestants participating in the cost study at New York have grain elevator facilities.

In addition, there are loading charges at New York Harbor for Commodity #499, which includes mahogany [fol. 4566] logs and lumber. At the Ex Parte #206 level loading charges are made at the rate of $1.25 per net ton for open top cars and $2.49 per net ton for box cars. Witness Heywood's data did not include credit for these items.

10. Another adjustment which should be made to reflect a more accurate picture is in connection with the Baltimore & Ohio's maintenance costs for floating equipment. The work papers indicate that the Baltimore & Ohio's "floating equipment maintenance" was based on a three-year average, 1953-55 for floats and barges and a four-year average, 1953-56, for tugs. The total shown in the Baltimore & Ohio's annual reports to the Commission for the years 1953, 1954, 1955 and 1956 in Account No. 323, "Floating Equipment Repairs" was $1,040,050, $976,920, $571,676, and $590,147, respectively. By going back to the years 1953 and 1954, the B&O greatly inflated the costs for September, 1956, as shown in the protestants' study. The marine maintenance cost attributed to the B&O's total traffic at New York for the month of September, 1956, was $65,240, whereas the B&O's average monthly cost in 1956 for marine maintenance was less than $50,000 for all traffic at all ports. In computing its marine maintenance costs at New York, the PRR used a year ending September 30, 1956 (R. 1563), and in computing its other expenses the B&O evidently used 1956 figures. By using a 3-year or 4-year average going back to 1953, the B&O obviously inflated its marine maintenance costs by many thousands of dollars.

[fol. 4567] It is obvious even from a cursory review of Protestants' exhibits that the one most dominant cost is the "port" cost. The protestant roads' purportedly have

made a study of their New York port terminal operations so as to find their costs for handling import-export traffic. However, they then use these cost findings as though they could apply generally to all New York Harbor lines. Actually, during the period of the traffic study, the protestant roads moved less than one-third of the railroad import-export tons at New York. Further, they have either excluded from their study or overlooked completely, large quantities of bulk commodities. This has had the effect of excluding direct ship-shore transfer of cargo, such as would be performed at the CNJ facilities at Jersey City or in the Port Newark area. However, certain of the other New York lines do have such facilities and, in addition, several of the commodities to which New York port costs have been assigned by Protestants, are handled at such facilities. Therefore, the omission of costs for this type of operation resulted in substantial overstatements of the New York port costs inasmuch as this low-cost handling accorded bulk commodities was not included. Likewise, the degree of applicability of the protestant lines' costs to the general traffic operations of the harbor is considerably diminished. For example, the NYC handles much of the bulk traffic in New York Harbor represented by commodity classes 311, 317, and 319. At the pier, the operation involves unloading [fol. 4568] the ores from ships directly into railroad cars by means of cranes equipped with clam shell buckets. This operation requires a minimum of labor and, indeed, it is performed for Central by a stevedoring company for charges of 95 cents per ton. However, the kind of port costs included by Witness Heywood in his exhibit with respect to these commodities contemplates, insofar as the pier operation is concerned, the use of labor to remove the cargo, handle it over the pier, and load it into railroad cars, all on a piece-by-piece basis. In other words, the station operation is almost the same, if indeed not the same, as would be accorded "package" freight. This seems to be so completely an unrealistic concept with respect to bulk freight handling at a modern port, that it recalls the idea of coolies swarming over a ship to tediously unload its bulk cargo in baskets.

Ordinarily, Form A line-haul costs and perhaps even inland terminal costs of handling any particular commodity will probably not vary too much from the average costs of performing such service in a district. When it comes to port terminal costs, however, the costs of handling particular commodities may vary tremendously from the average costs. For example, although protestants' exhibits indicate an average port terminal cost at New York of $8 per ton and my restatement shows about $6 per ton, I doubt seriously that the costs of handling ore at the Port of New York would be as high as any of these. In fact, the Commission in *Iron Ore From Eastern Ports to C.F.A. Points*, 299 I.C.C. 195, found that the total out-of-pocket costs for hauling iron ore from New York to Youngstown [fol. 4569] and other C.F.A. points would be only $2.647 per ton; a fraction of the amount protestants attribute as the port terminal costs for handling ores at New York. At the other extreme, the PRR's work papers indicated that the station costs for handling predominantly forwarder traffic at West 12th Street exceeded $11 per ton. Both ores and forwarder traffic may be handled at reasonable profits at New York, but if the average port costs at New York are included in the total costs to be compared with specific revenues from ores and from forwarder traffic, ores show a loss and forwarder traffic appears excessively profitable, neither of which would necessarily be true.

In any large commodity group adjustment such as this one, the rates on some particular commodity or between two particular points may actually be noncompensatory. It may be that some of the rates in this group do not meet out-of-pocket costs, where the Commission because of public policy or for other reasons did not allow them to be increased sufficiently in recent years.

Any reasonable doubt as to the compensatory nature of the proposed New York rates as a whole should be dispelled by the figures shown in Witness Keefe's Exhibits No. 1-4. Those exhibits show that on the import-export traffic actu-

$9.30

ally moving through New York, the revenues are ~~$9.11~~ per ton higher than the revenues on the traffic actually moving through Baltimore. Even on the basis of protestants' original exhibits (JLH 1 and 2 Revised) showing a higher

[fol. 4570] cost at New York of only $7.81 per ton, the traffic actually moving through New York is more remunerative than the traffic actually moving through Baltimore, which Witness Heywood stated at pages 1463 and 1464 of the transcript was compensatory.

[fol. 4571]

VERIFICATION

County of New York)
) ss.
State of New York)

W. F. French, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

W. F. French

Subscribed in my presence and sworn to before me by the affiant above named this 22nd day of May 1958

Frederick B. Overbaugh, Jr.
Notary Public, State of New York
Qualified in Westchester County
No. 60-2988550
Certificate filed in New York County
Commission Expires March 30, 1959

Exhibit No. (WFF-1)

Affiant: W. F. French

Before The

INTERSTATE COMMERCE COMMISSION

I & S DOCKET NO. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

REVENUES, RESTATED OUT-OF-POCKET COSTS AND RATIOS COVERING MOVEMENTS OF IMPORT TRAFFIC TERMINATING IN DIFFERENTIAL TERRITORY VIA PORT OF NEW YORK

4572

May 1958

466 Lexington Avenue
New York 17, N. Y.

Revenues, Restated Out-of-Pocket Costs and Ratios
Covering Movements of
Import Traffic Terminating in Differential Territory
via
Port of New York

Commodity		Type of	Average Weight		Short Line	Freight Revenues 2/		Out-of-Pocket Costs				Ratio of Out-of-Pocket Costs to Revenues
Group No.	Description	Equipment	Tons	Destinations	Miles	1/Rate	Per Car	Line Haul	Terminal Port	Terminal Destination	Total	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
19	Flour, Edible, N.O.S.	Box	34.2	Cleveland, O.	552	$.91	$622.44	$166.40	$202.63	$25.82	$394.85	63.4%
		Box	34.2	Parkersburg, W.Va.	520	.80	547.20	156.76	202.63	25.82	385.21	70.4
35	Cotton Linters, Noils & Regins											
	Cotton Waste	Box	20.6	Chicago, Ill.	880	.86	354.32	232.10	133.14	25.82	391.06	110.4
	" "	Box	20.6	Kenosha, Wisc.	895	.86	354.32	236.05	133.14	25.82	395.01	111.5
	" "	Box	20.6	Flint, Mich.	647	.77	317.24	170.64	133.14	25.82	329.60	103.9
	" "	Box	20.6	St. Louis, Mo.	1,030	.91	374.92	271.66	133.14	25.82	430.62	114.9
	" "	Box	20.6	Grand Rapids, Mich.	757	.80	329.60	199.65	133.14	25.82	358.61	108.8
	" "	Box	20.6	Detroit, Mich.	621	.73	300.76	163.79	133.14	25.82	322.75	107.3
51	Bananas, Fresh	Refgr.	10.4	Detroit, Mich.	621	1.49	309.92	222.53	51.46	22.23	296.22	95.6
	" "	Refgr.	10.4	Columbus, O.	611	1.49	309.92	218.95	51.46	22.23	292.64	94.4
	" "	Refgr.	10.4	Pittsburgh, Pa.	426	1.29	268.32	152.65	51.46	22.23	226.34	84.4
	" "	Refgr.	10.4	Indianapolis, Ind.	789	1.60	332.80	282.73	51.46	22.23	356.42	107.1
	" "	Refgr.	10.4	Huntington, W.Va.	649	1.49	309.92	232.56	51.46	22.23	306.25	98.8
71	Fruits, Dried, Dehydrated, Evaporated, N.O.S.											
	Fig Paste	Box	22.1	Chicago, Ill.	880	.82	362.44	235.76	140.80	25.82	402.38	111.0
	" "	Box	22.1	Columbus, O.	611	.72	318.24	163.69	140.80	25.82	330.31	103.8
	" "	Box	22.1	St. Louis, Mo.	1,030	.99	437.58	275.94	140.80	25.82	442.56	101.1
	Dates	Box	22.1	Louisville, Ky.	824	1.27	561.34	220.75	140.80	25.82	387.37	69.0
	"	Box	22.1	Urbana, O.	655	.76	335.92	175.48	140.80	25.82	342.10	101.8
	Dried Fruit	Box	22.1	Chicago, Ill.	880	1.36	601.12	235.76	140.80	25.82	402.38	66.9
75	Coffee	Box	24.8	Cincinnati, O.	714	.81	401.76	196.63	154.60	25.82	377.05	93.8
	"	Box	24.8	Chicago, Ill.	880	.91	451.36	242.34	154.60	25.82	422.76	93.7
	"	Box	24.8	Louisville, Ky.	824	.91	451.36	226.92	154.60	25.82	407.34	90.2
	"	Box	24.8	St. Louis, Mo.	1,030	1.09	540.64	283.65	154.60	25.82	464.07	85.8
	"	Box	24.8	Etna, Pa.	426	.64	317.44	117.32	154.60	25.82	297.74	93.8
91	Beans and Peas, Dried	Box	25.5	Austin, Ind.	802	.87	443.70	222.42	158.18	25.82	406.42	91.6
	" " "	Box	25.5	Chicago, Ill.	880	.93	474.30	244.05	158.18	25.82	428.05	90.2
107	Seeds, N.O.S.											
	Annuto	Box	17.4	Madison, Wisc.	950	1.47	511.56	242.13	116.78	25.82	384.73	75.2
	Mustard	Box	17.4	Terre Haute, Ind.	861	1.15	400.20	219.44	116.78	25.82	362.04	90.5
	Grass	Box	17.4	Columbus, O.	611	.91	316.68	155.73	116.78	25.82	298.33	94.2
	"	Box	17.4	Louisville, Ky.	824	1.09	379.32	210.01	116.78	25.82	352.61	93.0
	Canary	Box	17.4	Chicago, Ill.	880	1.27	441.96	224.29	116.78	25.82	366.89	83.0
	"	Box	17.4	Milwaukee, Wisc.	871	1.36	473.28	221.99	116.78	25.82	364.59	77.0

Revenues, Restated Out-of-Pocket Costs and Ratios Covering Movements of Import Traffic Terminating in Differential Territory via Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Destination (5)	Short Line Miles (6)	Freight Revenues 2/ Rate (7)	Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Terminal Port (10)	Terminal Destination (11)	Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
199	Products of Agriculture, N.O.S.											
	Cocoa Beans	Box	25.3	Chicago, Ill.	880	$.96	$485.76	$243.56	$157.15	$25.82	$426.53	87.8%
	" "	Box	25.3	Milwaukee, Wisc.	871	.96	485.76	241.07	157.15	25.82	424.04	87.3
	Fibre Hemp & Sisal	Box	25.3	Newark, O.	578	.84	425.04	159.98	157.15	25.82	342.95	80.7
	" " "	Box	25.3	Chicago, Ill.	880	1.04	526.24	243.56	157.15	25.82	426.53	81.1
	" " "	Box	25.3	Jackson, Mich.	697	1.01	511.06	192.91	157.15	25.82	375.88	73.5
	" " "	Box	25.3	St. Louis, Mo.	1,030	1.04	526.24	285.08	157.15	25.82	468.05	88.9
217	Meats Cooked, Cured, Dried & Smoked											
	Meats Canned, N.O.I. B.N.	Box	21.0	Chicago, Ill.	880	.88	369.60	233.07	135.18	25.82	394.07	106.6
	" " "	Box	21.0	Cleveland, O.	552	.63	264.60	146.20	135.18	25.82	307.20	116.1
	" " "	Box	21.0	Detroit, Mich.	621	.70	294.00	164.47	135.18	25.82	325.47	110.7
	" " "	Box	21.0	Grand Rapids, Mich.	757	.82	344.40	200.49	135.18	25.82	361.49	105.0
239	Hides, Skins & Pelts, N.O.S.											
	Wet Salted Calf Skins	Box	26.0	Girard, O.	490	.74	384.80	136.57	160.73	25.82	323.12	84.0
	Green Salted Hides	Box	26.0	Rockford, Mich.	964	1.04	540.80	268.68	160.73	25.82	455.23	84.2
	" " "	Box	26.0	Chicago, Ill.	880	1.09	566.80	245.27	160.73	25.82	431.82	76.2
299	Animals & Products											
	Casein	Box	24.6	Hamilton, O.	714	.91	447.72	196.23	153.58	25.82	375.63	83.9
	"	Box	24.6	Milwaukee, Wisc.	871	1.39	683.88	239.38	153.58	25.82	418.78	61.2
	Animal Hair	Box	24.6	Chicago, Ill.	880	1.36	669.12	241.86	153.58	25.82	421.26	63.0
311	Aluminum Ore & Concentrates											
	Bauxite Ore	Gond.	50.7	Danville, Ill.	869	7.39 3/	334.77	342.65	267.92	28.15	638.72	190.8
317	Zinc Ore and Concentrates											
	Zinc Concentrates	Gond.	71.4	Josephtown, Pa.	426	5.06 3/	322.83	192.43	365.83	28.15	586.41	181.6
319	Ores and Concentrates N.O.S.											
	Chrome Ore	Gond.	66.4	Marietta, O.	534	6.11 3/	362.32	233.81	342.18	28.15	604.14	166.7
	" "	Gond.	66.4	Relief, O.	534	6.27	371.81	233.81	342.18	28.15	604.14	162.5
	" "	Gond.	66.4	Graham, W.Va.	562	5.71	338.60	246.07	342.18	28.15	616.40	182.0
	Manganese Ore	Gond.	66.4	Marietta, O.	534	6.11	362.32	233.81	342.18	28.15	604.14	166.7
	" "	Gond.	66.4	Philo, O.	566	6.45	382.49	247.82	342.18	28.15	618.15	161.6
	" "	Gond.	66.4	Sou. Duquesne, Pa.	426	5.71	338.60	186.52	342.18	28.15	556.85	164.5

Revenues, Restated Out-of-Pocket Costs and Ratios Covering Movements of Import Traffic Terminating in Differential Territory via Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Destinations (5)	Short Line Miles (6)	Freight Revenues 2/ Rate (7)	Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Terminal Port (10)	Terminal Destination (11)	Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
323	Clay and Bentonite											
	Clay, Ball or China	Box	44.7	New Castle, Pa.	490	$.49	$438.06	$161.93	$256.29	$25.82	$444.09	101.4%
	" " "	Box	44.7	Barberton, O.	540	.54	482.76	178.51	256.29	25.82	460.62	95.4
	" " "	Box	44.7	Robinson, Ill.	925	.75	670.50	305.78	256.29	25.82	587.89	87.7
333	Stone, Rough, N.O.S.											
	Marble & Stone Rough	Flat	38.0	Chicago, Ill.	850	.87	661.20	284.84	207.85	28.15	520.84	78.8
	Quarried	Flat	38.0	Lexington, Ky.	720	.80	608.00	252.47	207.85	28.15	488.47	80.3
	"	Flat	38.0	Dayton, O.	680	.72	547.20	220.11	207.85	28.15	456.11	83.4
	"	Flat	38.0	Green Bay, Wisc.	910	.93	706.80	294.55	207.85	28.15	530.55	75.1
	"	Gond.	38.0	Chicago, Ill.	850	.87	661.20	316.00	207.85	28.15	552.00	83.5
	"	Gond.	38.0	Lexington, Ky.	720	.80	608.00	280.09	207.85	28.15	516.09	84.9
	"	Gond.	38.0	Dayton, O.	680	.72	547.20	244.18	207.85	28.15	480.18	87.8
	"	Gond.	38.0	Green Bay, Wisc.	910	.93	706.80	326.77	207.85	28.15	562.77	79.6
339	Asphalt											
	Asphalt	Box	29.6	Napoleon, O.	712	.59	349.28	205.56	179.13	25.82	410.51	117.5
	"	Box	29.6	Rosston, Ind.	830	.69	408.48	239.62	179.13	25.82	444.57	108.8
	"	Box	29.6	Toledo, O.	658	.59	349.28	169.97	179.13	25.82	394.92	113.1
399	Products of Mines, N.O.S.											
	Asbestos Fibre	Box	31.1	Atlas, O.	540	.86	534.92	158.14	186.79	25.82	370.75	69.3
	Graphite	Box	31.1	Clearing, Ill.	880	1.05	653.10	257.72	186.79	25.82	470.33	72.0
	"	Box	31.1	Cincinnati, O.	714	.87	541.14	209.10	186.79	25.82	421.71	77.9
	"	Box	31.1	Swissvale, Pa.	426	.66	410.52	124.76	186.79	25.82	337.37	82.2
	Talc	Box	31.1	Jeffersonville, Ind.	824	.73	454.06	241.32	186.79	25.82	453.93	100.0
	Prepared Chalk	Box	31.1	Wheeling, W.Va.	469	.72	447.84	137.35	186.79	25.82	349.96	78.1
	Marble Chips	Box	31.1	Toledo, O.	658	.58	360.76	192.70	186.79	25.82	405.31	112.3
	" "	Box	31.1	Chicago, Ill.	880	.72	447.84	257.72	186.79	25.82	470.33	105.0
415	Veneer, Plywood & Built Up Wood											
	Plywood	Box	23.7	Detroit, Mich.	621	.93	440.82	169.12	148.98	25.82	343.92	78.0
	"	Box	23.7	Pittsburgh, Pa.	426	.71	336.54	116.02	148.98	25.82	290.82	86.4
	"	Box	23.7	Cincinnati, O.	714	.92	436.08	194.45	148.98	25.82	369.25	84.7
	"	Box	23.7	South Bend, Ind.	803	1.05	497.70	218.69	148.98	25.82	393.49	79.1
499	Products of Forests, N.O.S.											
	Cork Waste	Box	16.2	Chicago, Ill.	880	1.36	440.64	221.36	110.65	25.82	357.83	81.2
	Gum Shellac	Box	16.2	Chicago, Ill.	880	1.35	437.40	221.36	110.65	25.82	357.83	81.8
	Mahogany Lumber	Box	16.2	Wickliffe, O.	552	.62	200.88	138.35	110.65	25.82	275.32	137.1
	Mahogany Logs	Gond.	16.2	Indianapolis, Ind.	789	.77	249.48	235.62	104.74	28.15	368.51	147.7

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Commodity Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Destinations (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Org. (10)	Out-of-Pocket Costs Terminal Destination (11)	Out-of-Pocket Costs Total (12)	Ratio Out-of-Pocket Costs to Revenue (13)
517	Vegetable and Nut Oils, N.O.S. Vegetable Oil	Box	29.0	Waukegan, Ill.	916	$1.09	$632.20	$262.93	$176.06	$25.82	$464.81	73.5
523	Rubber, Crude, Natural & Synthetic											
	Rubber Crude N.O.I.B.N.	Box	32.5	Akron, O.	540	.83	572.00	160.24	193.95	25.82	380.01	66.4
	" " "	Box	32.5	Mansfield, O.	598	.89	578.50	177.45	193.95	25.82	397.22	68.7
	" " "	Box	32.5	Detroit, Mich.	621	.96	624.00	184.28	193.95	25.82	404.05	64.8
	" " "	Box	32.5	New Haven, Ind.	734	1.01	656.50	217.81	193.95	25.82	437.58	66.7
	" " "	Box	32.5	Louisville, Ky.	824	1.11	721.50	244.52	193.95	25.82	464.29	64.4
527	Chemicals, N.O.S.											
	Chemicals, N.O.I.B.N.	Box	23.6	Zelienople, Pa.	426	.98	432.56	115.90	148.47	25.82	290.19	62.7
	" "	Box	23.6	New Albany, Ind.	824	1.46	669.12	224.18	148.47	25.82	398.47	57.5
	" "	Box	23.6	Troy, O.	582	1.25	590.00	185.55	148.47	25.82	359.84	61.0
	" "	Box	23.6	S.Charleston, W.Va.	603	1.09	514.48	164.05	148.47	25.82	338.34	65.8
539	Fertilizers, N.O.S.											
	Bone Meal	Box	19.2	Troy, O.	582	.64	245.76	177.23	125.98	25.82	329.03	133.9
	Peat Moss	Box	19.2 4/	Charleston, W. Va.	603	.58	232.00	156.70	125.98	25.82	308.50	133.0
	" "	Box	19.2 4/	Etna, Pa.	426	.52	208.00	110.70	125.98	25.82	262.50	126.2
	" "	Box	19.2 4/	Columbus, O.	611	.59	236.00	158.73	125.98	25.82	310.58	131.6
	" "	Box	19.2 4/	Weston, Ill.	933	.76	304.00	242.45	125.98	25.82	394.25	129.7
545	Tanning Material, N.O.S.											
	Tanning Extract	Box	25.3	Chicago, Ill.	880	1.15	581.90	243.56	157.15	25.82	426.53	73.3
	" "	Box	25.3	New Albany, Ind.	824	1.09	551.54	228.06	157.15	25.82	411.03	74.5
	" "	Box	25.3	Grand Haven, Mich.	793	1.12	566.72	219.48	157.15	25.82	402.45	71.0
	" "	Box	25.3	Ashtabula, O.	503	.84	425.04	139.22	157.15	25.82	322.19	75.8
555	Aluminum, Bar, Pig, Slab											
	Aluminum, Bar, Pig, Slab	Box	22.4	Cleveland, O.	552	.98	439.04	148.34	142.33	25.82	316.49	72.1
	" " " "	Box	22.4	Pittsburgh, Pa.	426	.86	385.28	114.48	142.33	25.82	282.63	73.4
	" " " "	Box	22.4	Detroit, Mich.	621	1.09	488.32	166.88	142.33	25.82	335.03	68.6
559	Copper: Ingot, Matte and Pig											
	Copper Bars and Ingots	Box	45.7 5/	Cleveland, O.	552	.61	610.00	134.01	261.40	25.82	471.23	77.2
	" " " "	Box	45.7	Indianapolis, Ind.	789	.98	895.72	263.01	261.40	25.82	550.23	61.4
	" " " "	Box	45.7	Decatur, Ill.	942	1.13	1,032.82	314.01	261.40	25.82	601.23	58.2
	" " " "	Box	45.7	Pittsburgh, Pa.	426	.72	656.08	142.01	261.40	25.82	429.23	65.4
	" " " "	Box	45.7	Port Huron, Mich.	582	.82	749.48	194.01	261.40	25.82	481.23	64.2

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561	Copper, Brass and Bronze, N.O.S.											
	Copper Cable	Box	31.4	Pittsburgh, Pa.	426	$.98	$615.44	$125.11	$188.32	$25.82	$339.25	55.1
	" "	Box	31.4	Chicago, Ill.	880	1.43	898.04	258.45	188.32	25.82	472.59	52.6
	Copper Cathodes	Box	31.4	Indianapolis, Ind.	789	.98	615.44	231.72	188.32	25.82	445.86	72.4
	Brass Tubing	Box	31.4	Grand Haven, Mich.	793	1.39	872.92	232.90	188.32	25.82	447.04	51.2
563	Lead and Zinx: Bar, Ingot & Pig											
	Zinc Slabs	Box	38.2	Cleveland, O	552	.59	450.76	172.53	223.07	25.82	421.42	93.5
	" "	Box	38.2	Pittsburgh, Pa.	426	.49	374.36	133.15	223.07	25.82	382.04	102.1
	" "	Box	38.2	Detroit, Mich.	621	.69	527.16	194.09	223.07	25.82	442.98	84.0
	" "	Box	38.2	Wardwell, O.	490	.63	481.32	153.15	223.07	25.82	402.04	83.5
569	Alloys for Steel Manufacture											
	Silico - Manganese	Box	40.8	Midland, Mich.	672	18.48 3/	672.67	214.88	236.36	25.82	477.06	70.9
	" "	Box	40.8	Wheeling, W.Va.	469	13.51 3/	491.76	149.97	236.36	25.82	412.15	83.8
	" "	Box	40.8	E. Chicago, Ind.	880	19.88 3/	723.63	281.39	236.36	25.82	543.57	75.1
	Ferro Titanium	Box	40.8	Duquesne, Pa.	426	.86	701.76	136.22	236.36	25.82	398.40	56.8
	Ferro Chrome	Box	40.8	Brackenridge, Pa.	426	.86	701.76	136.22	236.36	25.82	398.40	56.8
571	Metals and Alloys, N.O.S.											
	Metal Antimony	Box	27.9	Cleveland, O.	552	.98	546.84	156.76	170.44	25.82	353.02	64.6
	" "	Box	27.9	Granite City, Ill.	1,030	1.47	820.26	292.51	170.44	25.82	488.77	59.6
	Tin Pig	Box	27.9	Cincinnati, O.	714	1.12	624.96	202.77	170.44	25.82	399.03	63.8
	" "	Box	27.9	Chicago, Ill.	880	1.36	758.88	249.91	170.44	25.82	446.17	58.8
	" "	Box	27.9	Weirton, W.Va.	469	.91	507.78	133.19	170.44	25.82	329.45	64.9
581	Iron and Steel Nails and Wire											
	Wire, Iron and Steel	Box	24.9	Indianapolis, Ind.	789	1.05	522.90	217.50	155.11	25.82	398.43	76.2
	" " "	Box	24.9	Chicago, Ill.	880	1.09	542.82	242.59	155.11	25.82	423.52	78.0
	" " "	Box	24.9	Springfield, Ill.	981	1.17	582.66	270.43	155.11	25.82	451.36	77.5
	" " "	Box	24.9	Washington, Ind.	883	1.08	537.84	243.42	155.11	25.82	424.35	78.9
	" " "	Box	24.9	Wooster, O.	576	.86	428.28	158.78	155.11	25.82	339.71	79.3
	" " "	Box	24.9	Grand Rapids, Mich.	757	1.08	537.84	208.68	155.11	25.82	389.61	72.4
583	Manufactured Iron and Steel											
	Manufactured Iron & Steel N.O.I.B.N.	Box	26.6	Chicago, Ill.	880	1.09	579.88	246.74	163.80	25.82	436.36	75.3
	"	Box	26.6	Martins Ferry, O.	469	.75	399.00	131.50	163.80	25.82	321.12	80.5
	"	Box	26.6	Hammond, Ind.	880	1.09	579.88	246.74	163.80	25.82	436.36	75.3
	"	Gond.	26.6	Chicago, Ill.	880	1.09	579.88	288.18	153.93	28.15	470.26	81.1
	"	Gond.	26.6	Martins Ferry, O.	469	.75	399.00	153.59	153.93	28.15	335.67	84.1
	"	Gond.	26.6	Hammond, Ind.	880	1.09	579.88	288.18	153.93	28.15	470.26	81.1
	"	Gond.	26.6	Milwaukee, Wisc.	871	1.15	611.80	285.23	153.93	28.15	467.31	76.4

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595	Machinery and Machines, N O S											
	Printing Press	Box	17.4	Milwaukee, Wisc.	871	$1.58	$549.84	$221.99	$116.78	$25.82	$364.59	66.3%
	" "	Box	17.4	Chicago, Ill.	880	1.55	539.40	224.29	116.78	25.82	366.89	68.0
	Machinery or Machines, N O I B N	Box	17.4	Oakley, O.	714	1.27	441.96	181.98	116.78	25.82	324.58	73.4
	"	Box	17.4	Dearborn, Mich.	621	1.30	452.40	158.27	116.78	25.82	300.87	66.5
	"	Box	17.4	McKees Rocks, Pa.	426	.98	341.04	108.57	116.78	25.82	251.17	73.6
	"	Box	17.4	St. Louis, Mo.	1,030	1.66	577.68	262.52	116.78	25.82	405.12	70.1
	"	Gond.	17.4	Oakley, O.	714	1.27	441.96	215.60	110.41	28.15	354.16	80.1
	"	Gond.	17.4	Whiting, Ind.	880	1.55	539.40	265.73	110.41	28.15	404.29	75.0
	"	Gond.	17.4	McKees Rocks, Pa.	426	.98	341.04	128.64	110.41	28.15	267.20	78.3
	"	Gond.	17.4	St. Louis, Mo.	1,030	1.66	577.68	311.02	110.41	28.15	449.58	77.8
633	Cement, Natural or Portland											
	Cement, Natural or Portland	Box	44.5	Oak Hill, O.	649	.64	569.60	214.18	255.27	25.82	495.27	87.0
	" " "	Box	44.5	Detroit, Mich.	621	.66	587.40	204.94	255.27	25.82	486.03	82.7
	" " "	Box	44.5	Dayton, Ohio	680	.66	587.40	224.41	255.27	25.82	505.05	86.0
	" " "	Box	44.5	Plainfield, Ind.	789	.76	676.40	260.39	255.27	25.82	541.48	80.1
639	Brick, N O S and Building Tile											
	Tile, Floor Composition	Box	22.4	Columbus, O.	611	.87	389.76	164.20	142.33	25.82	332.35	85.3
	Tile, Clay Glazed	Box	22.4	Cleveland, O.	552	8.09 6/	181.22	148.34	142.33	25.82	316.49	174.6
	" " "	Box	22.4	Detroit, Mich.	621	8.71 6/	195.10	166.88	142.33	25.82	335.03	171.7
	" " "	Box	22.4	Indianapolis, Ind.	789	10.25 6/	229.60	212.03	142.33	25.82	380.18	165.6
653	Woodpulp											
	Woodpulp	Box	39.4	Middletown, O.	680	.72	567.36	214.80	229.20	25.82	469.82	82.8
	"	Box	39.4	Chillicothe, O.	628	.62	488.56	198.37	229.20	25.82	453.39	92.8
	"	Box	39.4	Chagrin Falls, O.	552	.59	464.92	174.36	229.20	25.82	429.38	92.4
	"	Box	39.4	Peoria, Ill.	978	.87	685.56	308.93	229.20	25.82	563.95	82.3
655	Scrap Paper and Rags											
	Scrap Bagging	Box	19.0	St. Louis, Mo.	1,030	.87	330.60	267.09	124.96	25.82	417.87	126.4
	" "	Box	19.0	Herrin, Ill.	1,026	.84	319.20	266.05	124.96	25.82	416.83	130.6
	" "	Box	19.0	Warsaw, Ind.	773	.75	285.00	200.44	124.96	25.82	351.22	123.2
	" "	Box	19.0	Defiance, O.	705	.72	273.60	182.81	124.96	25.82	333.59	121.9
657	Newsprint Paper											
	Newsprint Paper	Box	27.1	Louisville, Ky.	824	.91	493.22	232.18	166.35	25.82	424.35	86.0

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669	Paperboard, Fibreboard and Pulpboard											
	Fibreboard	Box	25.7	Chicago, Ill.	880	$.98	$503.72	$244.54	$159.20	$25.82	$429.56	85.3%
	"	Box	25.7	Detroit, Mich.	621	.81	416.34	172.57	159.20	25.82	357.59	85.9
	"	Box	25.7	Sharpsburg, Pa.	426	.62	318.63	118.38	159.20	25.82	303.40	95.2
	"	Box	25.7	Newark, O.	578	.72	370.08	160.62	159.20	25.82	345.64	93.4
671	Wallboard											
	Wallboard	Box	21.0	Detroit, Mich.	621	.81	340.20	164.47	135.18	25.82	325.47	95.7
	"	Box	21.0	Chicago, Ill.	880	.98	411.60	233.97	135.18	25.82	394.97	95.7
	"	Box	21.0	Cleveland,	552	.72	302.40	146.20	135.18	25.82	307.20	101.6
	"	Box	21.0	Dayton, O.	680	.78	327.60	180.10	135.18	25.82	341.10	104.1
693	Glass											
	Glass, Plate	Box	38.0	Youngstown, O.	490	1.30 7/	988.00	152.88	222.05	25.82	400.75	40.6
	" "	Box	38.0	Youngstown, O.	490	1.40 8/	1,064.00	152.88	222.05	25.82	400.75	37.7
	" "	Box	38.0	Toledo, O.	658	1.65 7/	1,254.00	205.29	222.05	25.82	453.16	36.1
	" "	Box	38.0	Toledo, O.	658	1.81 8/	1,375.60	205.29	222.05	25.82	453.16	32.9
	" "	Gond.	38.0	Youngstown, O.	490	1.30 7/	988.00	175.95	207.85	28.15	411.95	41.7
	" "	Gond.	38.0	Youngstown, O.	490	1.40 8/	1,064.00	175.95	207.85	28.15	411.95	38.7
	" "	Gond.	38.0	Toledo, O.	658	1.65 7/	1,254.00	236.28	207.85	28.15	472.28	37.7
	" "	Gond.	38.0	Toledo, O.	658	1.81 8/	1,375.60	236.28	207.85	28.15	472.28	34.3
721	Abrasives, Not Crude											
	Powdered Iron	Box	43.1	Dayton, O.	680	1.09	939.58	221.77	248.11	25.82	495.70	52.8
	" "	Box	43.1	Cleveland, O.	552	.98	844.76	180.03	248.11	25.82	453.96	53.7
	" "	Box	43.1	Detroit, Mich.	621	1.14	982.68	202.53	248.11	25.82	476.46	48.5
	" "	Box	43.1	Salem, Ind.	840	1.27	1,094.74	273.95	248.11	25.82	547.88	50.0
723	Bagging: Burlap, Cotton, Gunny and Jute, N.O.S.											
	Burlap Bagging	Box	21.1	Pittsburgh, Pa.	426	.86	362.92	112.95	135.69	25.82	274.46	75.6
	" "	Box	21.1	Indianapolis, Ind.	789	.98	413.56	209.19	135.69	25.82	370.70	89.6
	" "	Box	21.1	Chicago, Ill.	880	.98	413.56	233.32	135.69	25.82	394.83	95.5
	" "	Box	21.1	St. Louis, Mo.	1,030	.98	413.56	273.08	135.69	25.82	434.59	105.1
	" "	Box	21.1	Flint, Mich.	647	.98	413.56	171.54	135.69	25.82	333.05	80.5
	" "	Box	21.1	Cincinnati, O.	714	.98	413.56	189.30	135.69	25.82	350.81	84.8

Revenues, Restated Out-of-Pocket Costs and Ratios Covering Movements of Import Traffic Terminating in Differential Territory via Port of New York

Group No.	Commodity Description	Type of Equipment	Average Weight Tons	Destination	Short Line Miles	Freight Revenues 2/ 1/Rate	Per Car	Out-of-Pocket Costs Line Haul	Terminal Port	Terminal Destination	Total	Ratio of Out-of-Pocket Costs to Revenues
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
735	Rope, Cordage and Binder Twine N.O.S.											
	Baler or Binder	Box	15.2	Chicago, Ill.	880	$1.05	$319.20	$218.92	$105.54	$25.82	$350.28	109.7%
	" "	Box	15.2	Pittsburgh, Pa.	426	.66	200.64	105.98	105.54	25.82	237.34	118.3
	" "	Box	15.2	Hicksville, O.	705	.92	279.68	175.38	105.54	25.82	306.74	109.7
	" "	Box	15.2	Louisville, Ky.	824	1.00	304.00	204.99	105.54	25.82	336.35	110.6
745	Liquors, Alcoholic, N.O.S.											
	Whiskey - Scotch	Box	21.7	Chicago, Ill.	880	1.57 9/						
	" "	Box	21.7	Chicago, Ill.	880	1.25 10/	632.10	234.78	138.76	25.82	399.36	63.2
	" "	Box	21.7	Cleveland, O.	552	1.08 9/						
	" "	Box	21.7	Cleveland, O.	552	.87 10/	436.38	147.27	138.76	25.82	311.85	71.5
	Rum	Box	21.7	Toledo, O.	658	1.33 9/						
	"	Box	21.7	Toledo, O.	658	1.06 10/	535.64	175.55	138.76	25.82	340.13	63.5
749	Liquors, Malt											
	Beer	Refgr.	24.5	Chicago, Ill.	880	.87	426.30	349.75	160.44	22.23	532.42	124.9
759	Sugar											
	Sugar N.O.I.B.N.	Box	33.9	Allegheny, Pa.	426	.49	332.22	128.07	201.10	25.82	354.99	106.9
	" "	Box	33.9	Brocton, N.Y.	427	.52	352.56	128.37	201.10	25.82	355.29	100.8
	" "	Box	33.9	Columbus, O.	611	.79	535.62	183.68	201.10	25.82	410.60	76.7
	" "	Box	33.9	Wheeling, W. Va.	469	.57	386.46	140.99	201.10	25.82	367.91	95.2
	" "	Box	33.9	Orrville, O.	526	.77	522.06	158.13	201.10	25.82	385.05	73.8
763	Food Products, N.O.S. in Cans and Packages, not frozen											
	Olives in Barrels	Box	17.5	Chicago, Ill.	880	.93	325.50	224.53	117.30	25.82	367.65	112.9
	" "	Box	17.5	Terre Haute, Ind.	861	.92	322.00	219.68	117.30	25.82	362.80	112.7
	Lemon Juice Concentrates in Barrels	Box	17.5	Chicago, Ill.	880	.93	325.50	224.53	117.30	25.82	367.65	112.9
	Prepared Cocoanut	Box	17.5	Pittsburgh, Pa.	426	.59	206.50	108.69	117.30	25.82	251.81	121.9
773	Feed, Animal and Poultry N.O.S.											
	Feed Animal Poultry, N.O.S.	Box	27.8	Springfield, O.	655	.81	450.36	185.83	169.93	25.82	381.58	84.7
	" " " "	Box	27.8	Toledo, O.	658	.86	478.16	186.68	169.93	25.82	382.43	80.0
	" " " "	Box	27.8	Adell, Wisc.	898	1.09	606.04	254.77	169.93	25.82	450.52	74.3
	" " " "	Box	27.8	Blue Island, Ill.	880	1.01	561.56	249.66	169.93	25.82	445.41	79.3

4580

Revenues, Restated Out-of-Pocket Costs and Ratios Covering Movements of Import Traffic Terminating in Differential Territory via Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Destination (5)	Short Line Miles (6)	Freight Revenues 2/ Rate 1/ (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Port (10)	Out-of-Pocket Costs Terminal Destination (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
797	Waste Materials, N.O.S.											
	Scrap Rubber	Box	19.2 4/	Akron, O.	540	$.52	$208.00	$140.33	$125.98	$25.82	$292.13	140.4%
	" "	Box	19.2 4/	Indianapolis, Ind.	789	.66	264.00	205.03	125.98	25.82	356.83	135.2
	" "	Box	19.2 4/	E. St. Louis, Ill.	1,030	.80	320.00	267.66	125.98	25.82	419.46	131.1
	Jute Waste	Box	19.2	Detroit, Mich.	621	.81	311.04	161.37	125.98	25.82	313.17	100.7
	" "	Box	19.2	Herrin, Ill.	1,026	1.12	430.08	266.62	125.98	25.82	418.42	97.3
799	Manufactures and Miscellaneous N.O.S.											
	Iron Mass or Sponge	Box	11.3 4/	Weirton, W.Va.	469	.58	232.00	111.60	85.61	25.82	223.03	96.1
	Carnauba Wax	Box	11.3 11/	Racine, Wisc.	895	1.35	405.00	212.97	85.61	25.82	324.40	80.1
	225 CARS		6,347.5				$12,325.68	$46,465.88	$38,128.96	$5,755.53	$90,450.37	80.5
						Per Car	499.23	206.52	169.46	26.02	402.00	
						Per Ton	17.70	7.32	6.01	.92	14.25	

NOTES:
1/ Excludes 10 mile arbitrary under Appendix K, Docket 15879 Eastern Class Rate Investigation
2/ Rates and Revenues via Baltimore
3/ Applies per 2,240 Pounds
4/ Minimum Weight 40,000 Pounds
5/ Minimum Weight 100,000 Pounds
6/ Applies per 2,000 Pounds
7/ 120 United Inches and Under
8/ Exceeding 120 United Inches
9/ 28,000 Pounds
10/ Excess Weight
11/ Minimum weight 30,000 pounds

[fol. 4582]

Exhibit No. (WFF-2)

Affiant: W. F. French

Before the

INTERSTATE COMMERCE COMMISSION

I & S DOCKET NO. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

REVENUES, RESTATED OUT-OF-POCKET COSTS AND RATIOS

COVERING MOVEMENTS OF

EXPORT TRAFFIC ORIGINATING IN DIFFERENTIAL TERRITORY

VIA

PORT OF NEW YORK

May 1958

466 Lexington Avenue
New York 17, N. Y.

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[fol. 4583]

Page 1

Revenues Restated Out-of-Pocket Costs and Ratios
Covering Movements of
Export Traffic Originating in Differential Territory
via
Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origin (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
1	Wheat											
	Wheat	Box	55.4	Indianapolis, Ind.	789	$.445	$493.06	$284.23	$25.82	$ 30.36	$340.41	69.0%
	"	Box	55.4	Louisville, Ky.	824	.445	493.06	296.84	25.82	30.36	353.02	71.6
	"	Box	55.4	Chicago, Ill.-(Prop.)	880	.325	360.10	317.02	25.82	30.36	373.20	103.6
	"	Box	55.4	Springfield, Ill. (Prop.)	981	.36	398.88	353.40	25.82	30.36	409.58	102.7
3	Corn											
	Corn, Bagged	Box	30.0	Chicago, Ill.-(Prop.)	880	.325	195.00	255.03	25.82	181.17	462.02	236.9
	" "	Box	30.0	Deshler, O.	664	.445	267.00	192.43	25.82	181.17	399.42	149.6
	" "	Box	30.0	Indianapolis, Ind.	789	.445	267.00	228.66	25.82	181.17	435.65	163.2
	" "	Box	30.0	Pittsburgh, O.	682	.445	267.00	197.65	25.82	181.17	404.64	151.6
	" "	Box	30.0	Milwaukee, Wisc.	871	.325	195.00	252.43	25.82	181.17	459.42	235.6
	" "	Box	30.0	Louisville, Ky.	824	.445	267.00	238.80	25.82	181.17	445.79	167.0
7	Oats											
	Oats	Box	41.9	Stewart, Ind.	869	.445	372.91	280.52	25.82	28.74	335.08	89.9
	"	Box	41.9	Chicago, Ill.-(Prop.)	880	.325	272.35	284.07	25.82	28.74	338.63	124.3
	"	Box	41.9	Hammond, Ind.-(")	880	.325	272.35	284.07	25.82	28.84	338.63	124.3
	"	Box	41.9	Milwaukee, Wisc. (Prop.)	871	.325	272.35	281.17	25.82	28.74	335.73	123.3
9	Barley and Rye											
	Barley	Box	50.0	Boonville, Ind.	941	.575	575.00	324.90	25.82	29.71	380.43	66.2
	"	Box	50.0	Cincinnati, O.	714	.445	445.00	246.52	25.82	29.71	302.05	67.9
	Rye	Box	50.0	Chicago, Ill.-(Prop.)	880	.325	325.00	303.84	25.82	29.71	359.37	110.6
15	Flour, Wheat											
	Flour, Wheat	Box	43.1	Dover, O.	512	.465	400.83	166.98	25.82	248.11	440.91	110.0
	" "	Box	43.1	Cleveland, O.	552	.465	400.83	180.03	25.82	248.11	453.96	113.3
	" "	Box	43.1	Homeworth, O.	509	.465	400.83	166.00	25.82	248.11	439.93	109.8
	" "	Box	43.1	Wooster, O.	576	.465	400.83	187.85	25.82	248.11	461.78	115.2
	" "	Box	43.1	Indianapolis, Ind.	789	.555	478.41	257.32	25.82	248.11	531.25	111.0
17	Meal, Corn											
	Meal, Corn	Box	31.9	Cowan, Ind.	746	.555	354.09	220.13	25.82	190.88	436.83	123.4
	" "	Box	31.9	Grove City, O.	611	.47	299.86	180.29	25.82	190.88	396.99	132.4
	" "	Box	31.9	Marion, O.	635	.47	299.86	187.38	25.82	190.88	404.08	134.8
	" "	Box	31.9	Bradford, O.	682	.525	334.95	201.24	25.82	190.88	417.94	124.8
	" "	Box	31.9	Pikeville, O.	682	.525	334.95	201.24	25.82	190.88	417.94	124.8

4583

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Revenues, Restated Out-of-Pocket Costs and Ratios Covering Movements of Export Traffic Originating in Differential Territory via Port of New York

[fol. 4584]

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origin (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
19	Flour, Edible, N.O.S.											
	Flour, Edible, N.O.S.	Box	26.7	Hamilton, O.	714	$.525	$280.35	$200.39	$25.82	$164.31	$390.52	139.3%
	" " "	Box	26.7	Fostoria, O.	632	.47	250.98	177.38	25.82	164.31	367.51	146.4
	" " "	Box	26.7	Springfield, Ill.	981	.72	384.48	275.33	25.82	164.31	465.46	121.1
	" " "	Box	26.7	Dahlgreen, Ill.	990	.72	384.48	277.85	25.82	164.31	467.98	121.7
21	Cereal Food, Preparations, N.O.S.											
	Cereal Food Preparations, N.O.S.	Box	24.2	Battle Creek, Mich.	741	.605	292.82	202.83	25.82	151.53	380.18	129.8
23	Mill Products, N.O.S.											
	Cracked Corn, N.O.S.	Box	30.5	Pittsburgh, O.	682	.525	320.25	198.60	25.82	183.73	408.15	127.4
	" " "	Box	30.5	Greenville, O.	715	.525	320.25	208.21	25.82	183.73	417.76	130.4
29	Tobacco, Unmanufactured											
	Leaf Tobacco	Box	13.7	Wheeling, W.Va.	469	1.12	306.88	114.72	25.82	97.88	238.42	77.7
	" "	Box	13.7	Louisville, Ky.	824	1.35	369.90	201.56	25.82	97.88	325.26	87.9
43	Soybeans											
	Soybeans	Box	48.1	Columbus, O.	611	.445	428.09	207.74	25.82	273.66	507.22	118.5
	"	Box	48.1	Toledo, O.	658	.47	452.14	223.72	25.82	273.66	523.20	115.7
	"	Box	48.1	Chicago, Ill.	880	.625	601.25	299.20	25.82	273.66	598.68	99.6
	"	Box	48.1	Decatur, Ill.	942	.695	668.59	320.28	25.82	273.66	619.76	92.7
45	Soybean Oil Cake and Meal											
	Soybean Meal	Box	32.0	Painesville, O.	528	.415	265.60	155.95	25.82	191.39	373.16	140.5
	" "	Box	32.0	Decatur, Ill.	942	.72	460.80	278.23	25.82	191.39	495.44	107.5
	" "	Box	32.0	Bellevue, O.	590	.47	300.80	174.26	25.82	191.39	391.47	130.1
47	Vegetable and Nut Oil Cake and Meal, N.O.S.											
	Linseed Oil Meal	Box	30.6	Chicago, Ill.	880	.65	397.80	256.50	25.82	184.24	466.56	117.3
	" " "	Box	30.6	Painesville, O.	528	.415	253.98	153.90	25.82	184.24	363.96	143.3
103	Malt, N.O.S.											
	Malt, N.O.S.	Box	41.9	Milwaukee, Wisc.	871	.65	544.70	281.17	25.82	241.98	548.97	100.8
	" "	Box	41.9	Cincinnati, O.	714	.525	439.95	230.49	25.82	241.98	498.29	113.3
	" "	Box	41.9	St.Louis, Mo.	1,030	.72	603.36	332.49	25.82	241.98	600.29	99.5
	" "	Box	41.9	Manitowoc, Wisc.	872	.65	544.70	281.49	25.82	241.98	549.29	100.8
	" "	Box	41.9	Chicago, Ill.	880	.65	544.70	284.07	25.82	241.98	551.87	101.3

Revenues, Restated Out-of-Pocket Costs and Ratios
Covering Movements of
Export Traffic Originating in Differential Territory
via
Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origins (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Origin (10)	Out-of-Pocket Costs Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
215	Meats, Fresh											
	Meats, Fresh, N.O.S.	Refgr.	18.3	Chicago, Ill.	880	$1.19	$435.54	$334.62	$22.23	$128.20	$485.05	111.4%
	" " "	Refgr.	18.3	Cincinnati, O.	714	1.05	384.30	271.50	22.23	128.20	421.93	109.8
	" " "	Refgr.	18.3	Indianapolis, Ind.	789	1.05	384.30	300.02	22.23	128.20	450.45	117.2
217	Meats, Cooked, Cured, Dried, and Smoked											
	Canned Meats	Refgr.	19.7 8/	Brighton, O.	714	.95	380.00	274.27	22.23	135.48	431.98	113.7
	" "	Refgr.	19.7 8/	Chicago, Ill.	880	.82	328.00	338.04	22.23	135.48	495.75	151.1
219	Packing House Products Edible, N.O.S.											
	Lard, N.O.S.	Refgr.	21.3	Dayton, O.	680	.92	391.92	264.23	22.23	143.80	430.26	109.8
	" "	Refgr.	21.3	Chicago, Ill.	880	.82	349.32	341.94	22.23	143.80	507.97	145.4
	" "	Refgr.	21.3	Cleveland, O.	552	.79	336.54	214.49	22.23	143.80	380.52	113.1
	" "	Refgr.	21.3	Davenport, Ia.	1,031	1.26	536.76	400.61	22.23	143.80	566.64	105.6
	" "	Refgr.	21.3	Cincinnati, O.	714	.95	404.70	277.44	22.23	143.80	443.47	109.6
229	Butter											
	Butter	Refgr.	28.8	Chicago, Ill.	880	1.36	783.36	360.24	22.23	182.80	565.27	72.2
	"	Refgr.	28.8	Cleveland, O.	552	.98	564.48	225.97	22.23	182.80	431.00	76.4
231	Cheese											
	Cheese	Refgr.	21.8	Chicago, Ill.	880	1.36	592.96	343.16	22.23	146.40	511.79	86.3
	"	Refgr.	21.8	Green Bay, Wisc.	910	1.46	636.56	354.86	22.23	146.40	523.49	82.2
	"	Refgr.	21.8	Cincinnati, O.	714	1.12	488.32	278.43	22.23	146.40	447.06	91.6
	"	Refgr.	21.8	Osborn, Ind.	880	1.36	592.96	343.16	22.23	146.40	511.79	86.3
	"	Refgr.	21.8	Dubuque, Ia.	1,051	1.52	662.72	409.84	22.23	146.40	578.47	87.3
233	Dairy Products, N.O.S.											
	Butter Oil	Refgr.	24.1	Oconto, Wisc.	938	1.46	703.72	371.76	22.23	158.36	552.35	78.5
	" "	Refgr.	24.1	Green Bay, Wisc.	910	1.46	703.72	360.66	22.23	158.36	541.25	76.9
239	Hides, Skins and Pelts, N.O.S.											
	Hides Green Salted	Box	28.5	Detroit, Mich.	621	.87	495.90	177.39	25.82	173.51	376.72	76.0
	" " "	Box	28.5	New Castle, Pa.	490	.74	421.80	139.97	25.82	173.51	339.30	80.4
	" " "	Box	28.5	Galewood, Ill.	880	1.09	621.30	251.37	25.82	173.51	450.70	72.5
	" " "	Box	28.5	Dubuque, Ia.	1,051	1.21	689.70	300.22	25.82	173.51	499.55	72.4

Revenues, Restated Out-of-Pocket Costs and Ratios Covering Movements of Export Traffic Originating in Differential Territory via Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origins (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
299	Animals and Products, N.O.S.											
	Animal Tallow Inedible	Box	25.1	Cincinnati, O.	714	$.71	$356.42	$197.22	$25.82	$156.13	$379.17	106.4%
	" " "	Box	25.1	Chicago, Ill.	880	.88	441.76	243.08	25.82	156.13	425.03	96.2
	" " "	Box	25.1	Cleveland, O.	552	.63	316.26	152.48	25.82	156.13	334.43	105.7
	" " "	Box	25.1	St. Louis, Mo.	1,030	.95	476.90	284.51	25.82	156.13	466.46	97.8
	" " "	Box	25.1	Dover, O.	512	.61	306.22	141.43	25.82	156.13	323.38	105.6
307	Coke											
	Petroleum Coke	Gond.	63.7	Kenova, W. Va.	649	5.90 3/	375.83	279.30	28.15	329.41	636.86	169.5
	" "	Gond.	63.7	Gibson, Ind.	880	6.95 3/	442.72	378.71	28.15	329.41	736.27	166.3
	" "	Gond.	63.7	Chicago, Ill.	880	6.95 3/	442.72	378.71	28.15	329.41	736.27	166.3
341	Salt											
	Salt	Box	26.0	Mannistee, Mich.	821	.545	283.40	228.83	25.82	160.73	415.38	146.6
399	Products of Mines, N.O.S.											
	Roasted Dolomite	Box	50.1	Narlo, O.	632	6.97 3/	349.20	218.39	25.82	283.88	528.09	151.2
505	Lubricating Oils and Greases											
	Lubricating Oil	Box	23.1	Columbus, O.	611	.82	378.84	165.38	25.82	145.91	337.11	89.0
	" "	Box	23.1	Cleveland, O.	552	.80	369.60	149.41	25.82	145.91	321.14	86.9
	" "	Box	23.1	Pittsburgh, Pa.	426	.57	263.34	115.31	25.82	145.91	287.04	109.0
	" "	Box	23.1	Petrolia, Pa.	439	.57	263.34	118.83	25.82	145.91	290.56	110.3
	" "	Box	23.1	Freedom, Pa.	426	.57	263.34	115.31	25.82	145.91	287.04	109.0
	" "	Box	23.1	Rouseville, Pa.	439	.57	263.34	118.83	25.82	145.91	290.56	110.3
507	Petroleum Products, Refined, N.O.S.											
	Petrolatum	Box	21.2	Karns City, Pa.	439	.57	241.68	116.51	25.82	136.20	278.53	115.2
	Petroleum Wax	Box	21.2	Petrolia, Pa.	439	.57	241.68	116.51	25.82	136.20	278.53	115.2
	Petroleum Oil, N.O.I.B.N.	Box	21.2	Lima, O.	684	.87	368.88	181.54	25.82	136.20	343.56	93.1
515	Soybean Oil											
	Soybean Oil	Box	24.7	Kankakee, Ill.	881	1.09	538.46	242.38	25.82	154.09	422.29	78.4
	" "	Box	24.7	Painesville, O.	537	.80	395.20	147.74	25.82	154.09	327.65	82.9
	" "	Box	24.7	Decatur, Ill.	942	1.12	553.28	259.16	25.82	154.09	439.07	79.4
	" "	Box	24.7	Ivorydale, O.	714	.92	454.48	196.43	25.82	154.09	376.34	82.8

Revenues, Restated Out-of-Pocket Costs and Ratios Covering Movements of Export Traffic Originating in Differential Territory via Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origins (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
517	Vegetable and Nut Oils, N.O.S.											
	Vegetable Oil, N.O.I.B.N.	Box	25.1	Chicago, Ill.	880	$1.09	$547.18	$243.08	$25.82	$156.13	$425.03	77.7%
	" " "	Box	25.1	Decatur, Ill.	942	1.12	562.24	260.20	25.82	156.13	442.15	78.6
	" " "	Box	25.1	Painesville, O.	528	.80	401.60	145.85	25.82	156.13	327.80	81.6
	" " "	Box	25.1	New Castle, Pa.	490	.74	371.48	135.35	25.82	156.13	317.30	85.4
523	Rubber, Crude, Natural and Synthetic											
	Neoprene Rubber	Box	40.9	Louisville, Ky.	824	.96	785.28	263.71	25.82	236.87	526.40	67.0
	" "	Box	40.9	Chicago, Ill.	880	1.15	940.70	281.63	25.82	236.87	544.32	57.9
	" "	Box	40.9	Akron, O.	540	.86	703.48	172.82	25.82	236.87	435.51	61.9
	" "	Box	40.9	Painesville, O.	528	.86	703.48	168.98	25.82	236.87	431.67	61.4
525	Rubber Goods, N.O.S.											
	Rubber Goods, N.O.I.B.N.	Box	19.0	Akron, O.	540	1.06	402.80	140.03	25.82	124.96	290.81	72.2
527	Chemicals, N.O.S.											
	Ultramine Blue	Box	22.1	Huntington, W.Va.	649	1.19	525.98	173.87	25.82	140.80	340.49	64.7
	Chemicals, N.O.S.	Box	22.1	Chicago, Ill.	880	1.38	609.96	235.76	25.82	140.80	402.38	66.0
	" "	Box	22.1	Marietta, O.	534	1.09	481.78	143.06	25.82	140.80	309.68	64.3
	" "	Box	22.1	Louisville, Ky.	824	1.46	645.32	220.75	25.82	140.80	387.37	60.0
531	Acids, N.O.S.											
	Phthalic Anhydride	Box	31.6 4/	Chicago, Ill.	880	.73	511.00	258.94	25.82	189.35	474.11	92.8
	" "	Box	31.6 4/	Ironton, O.	649	.69	483.00	190.97	25.82	189.35	406.14	84.1
533	Sodium (Soda) Products											
	Liquid Caustic Soda	Box	60.3	S. Charleston, W.Va.	603	.59	711.54	225.42	25.82	336.00	587.24	82.5
	Sodium Phosphate	Box	60.3	Trenton, Mich.	621	13.06 3/	787.52	232.15	25.82	336.00	593.97	75.4
539	Fertilizers, N.O.S.											
	Sulphate of Ammonia	Box	55.9	Bessemer, Pa.	426	6.88 3/	384.59	154.05	25.82	313.52	493.39	128.3
	" " "	Box	55.9	Gary, Ind.	880	10.80 3/	603.72	318.24	25.82	313.52	657.58	108.9
541	Insecticides and Fungicides, N.O.S.											
	Insecticides, N.O.I.B.N.	Box	34.3	So. Charleston, W.Va.	603	.73	500.78	181.95	25.82	203.14	410.91	82.1
	" "	Box	34.3	Racine, Wisc.	895	1.03	706.58	270.05	25.82	203.14	499.01	70.6
	" "	Box	34.3	St.Louis, Mich.	710	.97	665.42	214.23	25.82	203.14	443.19	66.6

4587

Revenues, Restated Out-of-Pocket Costs and Ratios Covering Movements of Export Traffic Originating in Differential Territory via Port of New York

Commodity Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origins (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
547	Paint, Paint Material, Putty, and Varnish											
	Paint, N.O.I.B.N.	Box	26.7	Cleveland, O.	552	$.98	$523.32	$154.92	$25.82	$164.31	$345.05	65.9%
	" "	Box	26.7	Yorkville, O.	469	.91	485.94	131.63	25.82	164.31	321.76	66.2
	" "	Box	26.7	Huntington, W.Va.	649	1.01	539.34	182.15	25.82	164.31	372.28	69.0
	" "	Box	26.7	Institute, W.Va.	603	.98	523.32	169.24	25.82	164.31	359.37	68.7
549	Plastics											
	Synthetic Resin	Box	29.3	Marietta, O.	534	1.01	591.86	153.72	25.82	177.59	357.13	60.3
	" "	Box	29.3	Ottawa, Ill.	948	1.49	873.14	272.90	25.82	177.59	476.31	54.6
	" "	Box	29.3	Ficklin, Ill.	903	1.47	861.42	259.95	25.82	177.59	463.36	53.8
	" "	Box	29.3	Chicago, Ill.	880	1.46	855.56	253.33	25.82	177.59	456.74	53.4
553	Drugs, Medicines, Toilet Prep.											
	Disinfectants, N.O.I.B.N.	Box	26.0	Wyandotte, Mich.	621	1.33	691.60	173.08	25.82	160.73	359.63	52.0
	Drugs, N.O.I.B.N.	Box	26.0	St. Louis, Mo.	1,030	1.58	821.60	287.08	25.82	160.73	473.63	57.6
	" "	Box	26.0	Chicago, Ill.	880	1.38	717.60	245.27	25.82	160.73	431.82	60.2
	" "	Box	26.0	Detroit, Mich.	621	1.33	691.60	173.08	25.82	160.73	359.63	52.0
	" "	Box	26.0	Terre Haute, Ind.	869	1.38	717.60	242.21	25.82	160.73	428.76	59.7
555	Aluminum Bar Ingot, Pig & Slab											
	Aluminum Ingots, Pig & Slab	Box	22.3	Chicago, Ill.	880	1.27	566.42	236.24	25.82	141.82	403.88	71.3
	" " " "	Box	22.3	Heath, O.	578	1.04	463.84	155.17	25.82	141.82	322.81	69.6
	" " " "	Box	22.3	Brighton, O.	714	1.09	486.14	191.68	25.82	141.82	359.32	73.9
	" " " "	Box	22.3	Louisville, Ky.	824	1.22	544.12	221.21	25.82	141.82	388.85	71.5
561	Copper, Brass and Bronze, N.O.S.											
	Copper Tubing	Box	24.3	St.Louis, Mo.	1,030	1.85	899.10	282.22	25.82	152.04	460.08	51.2
	Copper Cable	Box	24.3	Cleveland, O.	552	1.09	529.74	151.25	25.82	152.04	329.11	62.1
	Copper Wire	Box	24.3	Glassport, Pa.	426	.98	476.28	116.73	25.82	152.04	294.59	61.9
569	Alloys for Steel Manufacture											
	Ferro Chrome	Box	29.0	Marietta, O.	534	19.00 5/	492.10	153.28	25.82	176.06	355.16	72.2
	" "	Box	29.0	Graham, W. Va.	562	18.60 5/	481.74	161.32	25.82	176.06	363.20	75.4
	" "	Box	29.0	Lorain, O.	552	20.20 5/	523.18	158.44	25.82	176.06	360.32	68.9
	" "	Box	29.0	Peoria, Ill.	978	28.00 5/	725.20	280.72	25.82	176.06	482.60	66.5

Revenues, Restated Out-of-Pocket Costs and Ratios Covering Movements of Export Traffic Originating in Differential Territory via Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origins (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
575	Iron & Steel: Billet Bloom & Ingot											
	Steel Billets	Gond.	60.0	Youngstown, O.	490	$9.80 5/	$525.28	$205.84	$28.15	$311.91	$545.90	103.9%
	" "	Gond.	60.0	Warren, O.	490	9.80 5/	525.28	205.84	28.15	311.91	545.90	103.9
	" "	Gond.	60.0	Canton, O.	526	10.04 5/	538.14	220.97	28.15	311.91	561.03	104.3
	" "	Gond.	60.0	Pittsburgh, Pa.	426	9.07 5/	486.15	178.96	28.15	311.91	519.02	106.8
577	Iron and Steel, Bar Rod & Slab											
	Rods Coiled, Iron & Steel	Gond.	29.0	St. Louis, Mo.	1,030	.84	487.20	344.15	28.15	165.28	537.58	110.3
	Bars Sheet & Tinplate	Gond.	29.0	Warren, O.	490	.49	284.20	163.72	28.15	165.28	357.15	125.7
	" " "	Gond.	29.0	Pittsburgh, Pa.	426	.45	261.00	142.34	28.15	165.28	335.77	128.6
581	Iron & Steel Nails & Wire (Woven & Not Woven)											
	Nails Iron & Steel	Box	28.0	Alliquippa, Pa.	426	.45	252.00	121.10	25.82	170.95	317.87	126.1
	" " "	Box	28.0	Troy, O.	682	.61	341.60	193.87	25.82	170.95	390.64	114.4
	" " "	Box	28.0	Wheeling, W.Va.	469	.45	252.00	133.32	25.82	170.95	330.09	131.0
	" " "	Box	28.0	Gary, Ind.	880	.73	408.80	250.15	25.82	170.95	446.92	109.3
583	Manufactured Iron & Steel											
	Bars, Iron & Steel	Box	40.4	Youngstown, O.	490	.49	395.92	156.14	25.82	234.31	416.27	105.1
	Mfg. I.& S., N.O.I.B.N.	Box	40.4	Massillon, O.	526	.51	412.08	167.61	25.82	234.31	427.74	103.8
	" " "	Box	40.4	Pittsburgh, Pa.	426	.45	363.60	135.74	25.82	234.31	395.87	108.9
	" " "	Box	40.4	Chicago, Ill.	880	.73	589.84	280.41	25.82	234.31	540.54	91.6
	Tinplate	Box	40.4	Yorkville, O.	469	.45	363.60	149.45	25.82	234.31	409.58	112.6
	Bars, Iron & Steel	Gond.	40.4	Youngstown, O.	490	.49	395.92	179.21	28.15	219.20	426.56	107.7
	Mfg. I.& S., N.O.I.B.N.	Gond.	40.4	Massillon, O.	526	.51	412.08	192.38	28.15	219.20	439.73	106.7
	" " "	Gond.	40.4	Pittsburgh, Pa.	426	.45	363.60	155.81	28.15	219.20	403.16	110.9
	" " "	Gond.	40.4	Chicago, Ill.	880	.73	589.84	321.85	28.15	219.20	569.20	96.5
587	Iron & Steel Pipe & Fittings											
	Pipe & Fittings Iron & Steel	Gond.	36.3	Moundsville, W.Va.	469	.45	326.70	166.20	28.15	199.81	394.16	120.6
	" " " "	Gond.	36.3	Allegheny, Pa.	426	.45	326.70	150.96	28.15	199.81	378.92	116.0
	" " " "	Gond.	36.3	Chicago, Ill.	880	.73	529.98	311.85	28.15	199.81	539.81	101.9
	" " " "	Gond.	36.3	Massillon, O.	526	.51	370.26	186.40	28.15	199.81	414.36	111.9
	Wrought Iron Pipe	Gond.	36.3	S. Lorain, O.	552	.51	370.26	195.61	28.15	199.81	423.57	114.4

Revenues, Restated Out-of-Pocket Costs and Ratios Covering Movements of Export Traffic Originating in Differential Territory via Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origin (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
589	Tanks, N.O.S.											
	I & S Tanks	Gond.	18.0	Columbiana, O.	489	$1.01	$363.60	$148.47	$28.15	$113.25	$289.87	79.7%
	" "	Gond.	18.0	Louisville, Ky.	824	1.46	525.60	250.19	28.15	113.25	391.59	74.5
	Pontoon Tanks	Gond.	18.0	Ft. Wayne, Ind.	734	1.36	489.60	222.86	28.15	113.25	364.26	74.4
	Wooden Tanks	Gond.	18.0	Massillon, O.	526	.95	342.00	159.71	28.15	113.25	301.11	88.0
591	Agricultural Implements											
	Agricultural Implements, N.O.I.B.N.	Box	21.9	Moline, Ill.	1,031	.93	407.34	275.64	25.82	139.78	441.24	108.3
	" " "	Box	21.9	South Bend, Ill.	830	.88	385.44	221.90	25.82	139.78	387.50	100.5
	" " "	Box	21.9	Chicago, Ill.	880	.93	407.34	235.27	25.82	139.78	400.87	98.4
	" " "	Box	21.9	Louisville, Ky.	824	.80	350.40	220.30	25.82	139.78	385.90	110.1
593	Agricultural Implement Parts, N.O.S.											
	Plow Parts & Harrow Disc	Box	24.8	South Bend, Ind.	803	.88	436.48	221.14	25.82	154.60	401.56	92.0
	Agricultural Implement Parts, N.O.S.	Box	24.8	Burlington, Ia.	1,064	.93	461.28	293.02	25.82	154.60	473.44	102.6
	" " " "	Box	24.8	Midland, Pa.	426	.61	302.56	117.32	25.82	154.60	297.74	98.4
	" " " "	Box	24.8	Racine, Wisc.	895	.93	461.28	246.47	25.82	154.60	426.89	92.5
	" " " "	Box	24.8	Battle Creek, Mich.	741	.85	421.60	204.06	25.82	154.60	384.48	91.2
	" " " "	Box	24.8	Bucyrus, O.	635	.71	352.16	174.87	25.82	154.60	355.29	100.9
595	Machinery & Machines N.O.S.											
	Printing Presses	Box	21.0	Chicago, Ill.	880	1.55	651.00	233.07	25.82	135.18	394.07	60.5
	Crane or Derricks	Gond.	21.0	Lorain, O.	552	.93	390.60	172.19	28.15	127.44	327.78	83.9
	Road Graders	Gond.	21.0	Indianapolis, Ind.	789	.85	357.00	246.12	28.15	127.44	401.71	112.5
	Machinery, N.O.I.B.N.	Box	21.0	Oakley, O.	714	1.27	533.40	189.11	25.82	135.18	350.11	65.6
597	Machinery Parts											
	Rolling Mill Rolls, N.O.S.	Gond.	24.7 15/	Lima, O.	684	.60	300.00	220.39	28.15	144.94	393.48	131.2
	Ore Milling Mach. Parts	Gond.	24.7	Milwaukee, Wisc.	871	1.58	780.52	280.64	28.15	144.94	453.73	58.1
	Ice Cans	Box	24.7	Niles, O.	490	1.01	498.94	134.81	25.82	154.09	314.72	63.1
	" "	Box	24.7	Christy Park, Pa.	426	.98	484.12	117.20	25.82	154.09	297.11	61.4
601	Business & Office Machines, N.O.S.											
	Cash Registers	Box	20.9	Dayton, O.	680	1.70	710.60	179.91	25.82	134.67	340.40	47.9

Revenues, Restated Out-of-Pocket Costs and Ratios Covering Movements of Export Traffic Originating in Differential Territory via Port of New York

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605	Railway Equipment SU Not on Own Wheels											
	Locomotive Not Moved on Own Wheels	Flat	37.9	Erie, Pa.	483	$.82	$621.56	$156.21	$28.15	$207.38	$391.74	63.0%
	" " " "	Flat	37.9	Chicago, Ill.	880	1.55	1,174.90	284.60	28.15	207.38	520.13	44.3
	" " " "	Flat	37.9	St. Louis, Mo.	1,030	1.66	1,258.28	333.11	28.15	207.38	568.64	45.2
607	Railway Equipment Parts											
	Brake Shoes Railway	Box	24.9	Lordstown, O.	490	.49	244.02	135.08	25.82	155.11	316.01	129.5
	Car Wheels	Box	24.9	Verona, Pa.	426	.45	224.10	117.43	25.82	155.11	298.36	133.1
	Air Brake Equipment	Box	24.9	Wilmerding, Pa.	426	1.09	542.82	117.43	25.82	155.11	298.36	55.0
	Springs	Box	24.9	Pittsburgh, Pa.	426	.92	458.16	117.43	25.82	155.11	298.36	65.1
	Couplers	Box	24.9	Alliance, O.	509	.51	253.98	140.32	25.82	155.11	321.25	126.5
	Underframes	Gond.	24.9	East St.Louis, Ill.	1,030	.84	418.32	332.44	28.15	145.89	506.48	121.1
609	Rails & Railway Track Material											
	Iron & Steel											
	Rails	Gond.	32.2	Bessemer, Pa.	426	12.71 5/	366.05	146.12	28.15	180.42	354.69	96.9
	"	Gond.	32.2	Carnegie, Pa.	426	12.71 5/	366.05	146.12	28.15	180.42	354.69	96.9
	Spikes	Box	32.2	Neville Island, Pa.	426	.45	289.80	126.06	25.82	192.41	344.29	118.8
	Track Material	Box	32.2	Gary, Ind.	880	.73	470.12	260.40	25.82	192.41	478.63	101.8
611	Vehicles Other Than Motor											
	Childrens Vehicles & Wagons	Box*	11.4	Akron, O.	540	1.39	316.92	128.65	25.82	86.12	240.59	75.9
	Trailers Other Than Motor, N.O.I.B.N.	Box	11.4 16/	Oakley, O.	714	1.33	359.10	170.10	25.82	86.12	282.04	78.5
	" " " " " "	Box	11.4 16/	Fort Wayne, Ind.	734	1.36	367.20	174.86	25.82	86.12	286.80	78.1
	" " " " " "	Gond.	11.4 16/	Oakley, O.	714	1.33	359.10	203.72	28.15	82.03	313.90	87.4
	" " " " " "	Gond.	11.4 16/	Fort Wayne, Ind.	734	1.36	367.20	209.43	28.15	82.03	319.61	87.0
	Warehouse Hand Trucks	Box	11.4 13/	Niles, Ohio	490	1.01	242.40	116.73	25.82	86.12	228.67	94.3
	Lift Trucks	Box	11.4 13/	Peoria, Ill.	978	1.61	386.40	232.99	25.82	86.12	344.93	89.3
613	Automobiles-Passenger											
	Automobiles Passenger Set Up	Box	A 7.5	Detroit, Mich.	621	2.10 6/	315.00	141.23	25.82	66.20	233.25	74.0
	" " " "	Box	C 10.0	Detroit, Mich.	621	2.10 6/	420.00	145.53	25.82	78.97	250.32	59.6
	" " " "	Box	B 6.25	Detroit, Mich.	621	2.46 7/	307.50	139.07	25.82	59.81	224.70	73.1
	" " " "	Box	B 6.25	Flint, Mich.	647	2.59	323.75	144.90	25.82	59.81	230.53	71.2
	" " " "	Box	B 6.25	Kenosha, Wisc.	905	3.00	375.00	202.68	25.82	59.81	288.31	76.9
	" " " "	Box	B 6.25	Springfield, O.	665	2.29	286.25	148.93	25.82	59.81	234.56	81.9

[fol. 4592]

Revenues, Restated Out-of-Pocket Costs and Ratios Covering Movements of Export Traffic Originating in Differential Territory via Port of New York

Commodity Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origin (5)	Short Line Miles (6)	Freight Revenues 2/ 1/Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Origin (10)	Out-of-Pocket Costs Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
615	Automobiles Freight											
	Autos Freight	Flat	15.0	Detroit, Mich.	621	$1.17	$351.00	$161.40	$28.15	$99.06	$288.61	82.2%
	" "	Flat	15.0	Springfield, O.	655	1.24	372.00	170.24	28.15	99.06	297.45	80.0
	" "	Flat	15.0	South Bend, Ind.	803	1.43	429.00	208.70	28.15	99.06	335.91	78.3
	" "	Flat	15.0	Kenosha, Wisc.	895	1.52	456.00	232.61	28.15	99.06	359.82	78.9
	" "	Gond.	15.0	Detroit, Mich.	621	1.17	351.00	183.39	28.15	99.06	310.60	88.5
	" "	Gond.	15.0	Springfield, O.	655	1.24	372.00	193.43	28.15	99.06	320.64	86.2
	" "	Gond.	15.0	South Bend, Ind.	803	1.43	429.00	237.13	28.15	99.06	364.34	84.9
	" "	Gond.	15.0	Kenosha, Wisc.	895	1.52	456.00	264.30	28.15	99.06	391.51	85.9
617	Vehicles Motor, N.O.S.											
	Fire Fighting Equipment	Flat	22.6	Dayton, O.	680	1.70	768.40	191.07	28.15	135.01	354.23	46.1
	Farm Tractors	Flat	22.6	Deerfield, Ill.	916	.93	420.36	257.38	28.15	135.01	420.54	100.0
	" "	Flat	22.6	Peoria, Ill.	978	.93	420.36	274.80	28.15	135.01	437.96	104.2
	" "	Flat	22.6	Racine, Wisc.	895	.93	420.36	251.48	28.15	135.01	414.64	98.6
	Fire Fighting Equipment	Gond.	22.6	Dayton, O.	680	1.70	768.40	215.14	28.15	135.01	378.30	49.2
	Farm Tractors	Gond.	22.6	Deerfield, Ill.	916	.93	420.36	289.81	28.15	135.01	452.97	107.8
	" "	Gond.	22.6	Peoria, Ill.	978	.93	420.36	309.42	28.15	135.01	472.58	112.4
	" "	Gond.	22.6	Racine, Wisc.	895	.93	420.36	283.16	28.15	135.01	446.32	106.2
619	Military Vehicles, N.O.S.											
	Military Tractor Tanks	Flat	26.7	Battle Creek, Mich.	741	1.40	747.60	216.63	28.15	154.40	399.18	53.4
	" " "	Flat	26.7	Peoria, Ill.	978	1.61	859.74	285.92	28.15	154.40	468.47	54.5
	Military Vehicles, N.O.S.	Flat	26.7	Rock Island, Ill.	1,031	2.20	1,174.80	301.41	28.15	154.40	483.96	41.2
	" " "	Flat	26.7	Toledo, O.	658	1.17	624.78	192.37	28.15	154.40	374.92	60.0
	Military Tractor Tanks	Gond.	26.7	Battle Creek, Mich.	741	1.40	747.60	242.86	28.15	154.40	425.41	56.9
	" " "	Gond.	26.7	Peoria, Ill.	978	1.61	859.74	320.54	28.15	154.40	503.09	58.5
	Military Vehicles, N.O.S.	Gond.	26.7	Rock Island, Ill.	1,031	2.20	1,174.80	337.91	28.15	154.40	520.46	44.3
	Military Vehicles, "	Gond.	26.7	Toledo, O.	658	1.17	624.78	215.66	28.15	154.40	398.21	63.7
621	Automobiles & Auto Trucks KD											
	Autos Boxed	Flat	21.8	Springfield, O.	655	1.24	540.64	182.59	28.15	131.22	341.96	63.3
	" "	Flat	21.8	Detroit, Mich.	621	1.17	510.12	173.11	28.15	131.22	332.48	65.2
	" "	Flat	21.8	Kenosha, Wisc.	895	1.52	662.72	249.49	28.15	131.22	408.86	61.7
	" "	Flat	21.8	Wagon Works, O.	658	1.17	510.12	183.42	28.15	131.22	342.79	67.2
	" "	Gond.	21.8	Springfield, O.	655	1.24	540.64	205.78	28.15	131.22	365.15	67.5
	" "	Gond.	21.8	Detroit, Mich.	621	1.17	510.12	195.10	28.15	131.22	354.47	69.5
	" "	Gond.	21.8	Kenosha, Wisc.	895	1.52	662.72	281.18	28.15	131.22	440.55	66.5
	" "	Gond.	21.8	Wagon Works, O.	658	1.17	510.12	206.72	28.15	131.22	366.09	71.8

4592

Revenues, Restated Out-of-Pocket Costs and Ratios
Covering Movements of
Export Traffic Originating in Differential Territory
via
Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origins (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
623	Vehicles Parts, N.O.S.											
	Auto Parts	Box	23.3	Detroit, Mich.	621	$1.17	$545.22	$168.43	$25.82	$146.93	$341.18	62.6%
	" "	Box	23.3	Springfield, O.	655	1.24	577.84	177.66	25.82	146.93	350.41	60.6
	" "	Box	23.3	Kenosha, Wisc.	895	1.52	708.32	242.75	25.82	146.93	415.50	58.7
	" "	Box	23.3	Chicago, Ill.	880	1.52	708.32	238.68	25.82	146.93	411.43	58.1
	" "	Box	23.3	Peoria, Ill.	978	1.66	773.56	265.26	25.82	146.93	438.01	56.6
	" "	Box	23.3	South Bend, Ind.	803	1.43	666.38	217.80	25.82	146.93	390.55	58.6
627	Tires and Tubes Rubber											
	Tire and Tubes Rubber	Box	15.8	Akron, O.	540	1.06	334.96	135.23	25.82	108.61	269.66	80.5
	" " " "	Box	15.8	Columbus, O.	611	1.07	338.12	153.02	25.82	108.61	287.45	85.0
	" " " "	Box	15.8	Louisville, Ky.	824	1.36	429.76	206.36	25.82	108.61	340.79	79.3
	" " " "	Box	15.8	Shelby, O.	598	1.09	344.44	149.76	25.82	108.61	284.19	82.5
631	Ammunition and Explosives											
	Ammunition and Explosives	Box	43.6	Atlas, O.	540	1.48	8/ 1,148.96	176.86	25.82	250.67	453.35	39.5
	" "	Box	43.6	Atlas, O.	540	1.18	9/ 1,028.96	176.86	25.82	250.67	453.35	44.1
	" "	Box	43.6	Crane, Ind.	883	1.94	8/ 1,691.68	289.20	25.82	250.67	565.69	33.4
	" "	Box	43.6	Crane, Ind.	883	1.55	9/ 1,351.60	289.20	25.82	250.67	565.69	41.9
	" "	Box	43.6	Proving Ground, Ill.	1,018	2.15	8/ 1,874.80	333.42	25.82	250.67	609.91	32.5
	" "	Box	43.6	Proving Ground, Ill.	1,018	1.72	9/ 1,499.84	333.42	25.82	250.67	609.91	40.7
	" "	Box	43.6	Charlestown, Ind.	824	1.91	8/ 1,665.52	269.88	25.82	250.67	546.37	32.8
	" "	Box	43.6	Charlestown, Ind.	824	1.52	9/ 1,325.44	269.88	25.82	250.67	546.37	41.2
	" "	Box	43.6	Kingsbury, Ind.	803	1.89	8/ 1,648.08	263.00	25.82	250.67	539.49	32.7
	" "	Box	43.6	Kingsbury, Ind.	803	1.50	9/ 1,308.00	263.00	25.82	250.67	539.49	41.2
635	Cement, N.O.S.											
	High Temperature Bonding	Box	45.5	Zelienople, Pa.	426	8.04	3/ 365.82	141.77	25.82	260.38	427.97	117.0
	High Temperature Mortor	Box	45.5	Cleveland, O.	552	8.04	3/ 365.82	183.70	25.82	260.38	469.90	128.5
639	Brick and Building Tile											
	Facing Tile	Box	26.0	Anderson, Ind	746	1.21	629.20	207.92	25.82	160.73	394.47	62.7
	" "	Box	26.0	Zanesville, O.	566	.98	509.60	157.75	25.82	160.73	344.30	67.6
	Hollow Bldg. Tile	Box	26.0	Magnolia, O.	526	8.64	3/ 224.64	146.61	25.82	160.73	333.16	148.3
641	Refractories											
	Firebrick	Box	33.3	Firebrick, O.	649	9.12	3/ 303.70	194.03	25.82	198.03	417.88	137.6
	"	Box	33.3	Allegheny, Pa.	426	8.04	3/ 267.73	127.36	25.82	198.03	351.21	131.2
	"	Box	33.3	Mineral City, O.	526	8.64	3/ 287.71	157.25	25.82	198.03	381.10	132.5
		Box	33.3	Louisville, Ky.	824	12.57	3/ 418.58	246.34	25.82	198.03	470.19	112.3

Revenues, Restated Out-of-Pocket Costs and Ratios
Covering Movements of
Export Traffic Originating in Differential Territory
via
Port of New York

Commodity Group No. (1)	Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origins (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
649	Sewer Pipe and Drain Tile (Not Metal)											
	Ceramic Tile	Box	25.8	Zanesville, O.	566	$.98	$505.68	$157.44	$25.82	$159.71	$342.97	67.8%
	" "	Box	25.8	East Sparta, O.	526	.95	490.20	146.31	25.82	159.71	331.84	67.7
655	Scrap Paper and Rags											
	Rags	Box	17.8	Kenosha, Wisc.	895	.81	288.36	229.10	25.82	118.83	373.75	129.6
	"	Box	17.8	Piqua, O.	682	.66	234.96	174.58	25.82	118.83	319.23	135.9
	"	Box	17.8	Columbus, O.	611	.62	220.72	156.40	25.82	118.83	301.05	136.4
	"	Box	17.8	Chicago, Ill.	880	.81	288.36	225.26	25.82	118.83	369.91	128.3
	"	Box	17.8	Pittsburgh, Pa.	426	.52	185.12	109.05	25.82	118.83	253.70	137.0
	"	Box	17.8	Jeffersonville, Ind.	824	.78	277.68	210.93	25.82	118.83	355.58	128.1
659	Printing Paper, N.O.S.											
	Printing Paper	Box	23.0	Middletown, O.	680	.87	400.20	183.87	25.82	145.40	355.09	88.7
	" "	Box	23.0	Hamilton, O.	714	.87	400.20	193.07	25.82	145.40	364.29	91.0
	" "	Box	23.0	Chillicothe, O.	628	.78	358.80	169.81	25.82	145.40	341.03	95.0
	" "	Box	23.0	Otsego, Mich.	764	.98	450.80	206.59	25.82	145.40	377.81	83.8
665	Paper and Paper Articles											
	Paper Articles, N.O.I.B.N.	Box	15.9	Chicago, Ill.	880	1.05	333.90	220.63	25.82	109.12	355.57	106.5
	" " "	Box	15.9	Brighton, O.	714	.87	276.66	179.01	25.82	109.12	313.95	113.5
	" " "	Box	15.9	Chillicothe, O.	628	.78	248.04	157.45	25.82	109.12	292.39	117.9
	" " "	Box	15.9	Cleveland, O.	552	.78	248.04	138.39	25.82	109.12	273.33	110.2
667	Printed Matter, N.O.S.											
	Books, N.O.S.	Box	19.2	Dayton, O.	680	1.70	652.80	176.71	25.82	125.98	328.51	50.3
	" "	Box	19.2	Racine, Wisc.	895	2.20	844.80	232.58	25.82	125.98	384.38	45.5
	Calendars Rolled in Packages	Box	19.2	E. St.Louis, Ill.	1,030	1.15	441.60	267.66	25.82	125.98	419.46	95.0
	Printed Forms	Box	19.2	Dayton, O.	680	.86	330.24	176.71	25.82	125.98	328.51	99.5
	" "	Box	19.2	Shelby, O.	598	.80	307.20	155.40	25.82	125.98	307.20	100.0
669	Paperboard, Fibreboard and Pulpboard											
	Paperboard	Box	23.6	Hamilton, O.	714	.80	377.60	194.25	25.82	148.47	368.54	97.6
	"	Box	23.6	Rittman, O.	540	.75	354.00	146.91	25.82	148.47	321.20	90.7
	"	Box	23.6	Middletown, O.	680	.80	377.60	185.09	25.82	148.47	359.29	95.2

Revenues, Restated Out-of-Pocket Costs and Ratios
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via
Port of New York

Commodity		Type of Equipment	Average Weight Tons	Origin	Short Line Miles 1/	Freight Revenues 2/		Out-of-Pocket Costs				Ratio of Out-of-Pocket Costs to Revenues
Group No.	Description					Rate	Per Car	Line Haul	Terminal Origin	Terminal Port	Total	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
675	Insulating Materials, N.O.S.											
	Mineral Wool	Box	13.7	Newark, O.	578	$.72	$197.28	$141.38	$25.82	$97.88	$265.08	134.4%
	" "	Box	13.7	Columbus, O.	611	.73	200.02	149.46	25.82	97.88	273.16	136.6
	" "	Box	13.7	Lockland, O.	714	.80	219.20	174.65	25.82	97.88	298.35	136.1
685	Electrical Equipment and Parts, N.O.S.											
	Batteries and Parts	Box	19.3	Madison, Wisc.	950	1.47	567.42	247.13	25.82	126.49	399.44	70.4
	" " "	Box	19.3	Cleveland, O.	552	.95	366.70	143.60	25.82	126.49	295.91	80.7
	Electrical Appliances, N.O.S.	Box	19.3	Troy, O.	682	1.25	482.50	177.42	25.82	126.49	329.73	68.3
	Radios	Box	19.3	Chicago, Ill.	880	2.69	1,038.34	228.92	25.82	126.49	381.23	36.7
	"	Box	19.3	Indianapolis, Ind.	789	2.46	949.56	205.25	25.82	126.49	357.56	37.7
687	Furnaces, Heaters, Radiators and Parts											
	Heating Furnaces	Box	14.0	Dayton, O.	680	1.09	305.20	166.90	25.82	99.41	292.13	95.7
	" "	Box	14.0	Chicago Heights, Ill.	880	1.36	380.80	215.99	25.82	99.41	341.22	89.6
	Water Heaters	Box	14.0	St.Louis, Mo.	1,030	1.66	464.80	252.81	25.82	99.41	378.04	81.3
693	Glass											
	Glass Pellets	Box	26.7	10/ Newark, O.	578	.78	468.00	162.22	25.82	164.31	352.35	75.3
	Plate Glass	Gond.	26.7	11/ Ford City, Pa.	426	.83	443.22	139.62	28.15	154.40	322.17	72.7
	" "	Gond.	26.7	12/ Ford City, Pa.	426	.96	512.64	139.62	28.15	154.40	322.17	62.8
695	Glassware, N.O.S.											
	Glassware, N.O.S.	Box	16.2	Columbus, O.	611	.92	298.08	153.69	25.82	110.65	290.16	97.3
	" "	Box	16.2	Lancaster, O.	602	.92	298.08	151.43	25.82	110.65	287.90	96.6
	" "	Box	16.2	Dunkirk, Ind.	746	1.08	349.92	167.65	25.82	110.65	324.12	92.6
697	Glass Bottles, Jars, and Packing Glasses, N.O.S.											
	Common Glass Containers	Box	20.9	Washington, Pa.	426	.59	246.62	112.71	25.82	134.67	273.20	110.8
	" " "	Box	20.9	Lancaster, O.	602	.73	305.14	159.27	25.82	134.67	319.76	104.8
	" " "	Box	20.9	Muncie, Ind.	746	.86	359.48	197.37	25.82	134.67	357.86	99.5
	" " "	Box	20.9	Charleston, W.Va.	603	.67	280.06	159.54	25.82	134.67	320.03	114.3

[fol. 4596]

Revenues, Restated Out-of-Pocket Costs and Ratios
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Export Traffic Originating in Differential Territory
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Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origin (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
705	Household Utensils, N.O.S.											
	Sheet Steelware, Household	Box	10.7	Zanesville, O.	566	$1.39	$297.46	$133.74	$25.82	$82.55	$242.11	81.4%
	Steel Kettles, "	Box	10.7	Warren, Pa.	407	.87	186.18	96.17	25.82	82.55	204.54	109.9
	Sheet Steelware, "	Box	10.7	West Lafayette, O.	542	1.39	297.46	128.07	25.82	82.55	236.44	79.5
707	Refrigerators, Freezing Apparatus and Parts											
	Refrigerators	Box	10.3	Chicago, Ill.	880	2.12	436.72	206.96	25.82	80.50	313.28	71.7
	"	Box	10.3	Connellsville, Ind.	721	1.85	381.10	169.57	25.82	80.50	275.89	72.4
	"	Box	10.3	Dayton, O.	680	1.70	350.20	159.92	25.82	80.50	266.24	76.0
	"	Box	10.3	St. Louis, Mo.	1,030	2.29	471.74	242.24	25.82	80.50	348.56	73.9
	"	Box	10.3	Appliance Park, Ky.	824	1.98	407.88	193.79	25.82	80.50	300.11	73.6
	"	Box	10.3	Grand Rapids, Mich.	757	2.01	414.06	178.03	25.82	80.50	284.35	68.7
709	Laundry Equipment											
	Washing Machines, Household	Box	13.0	Herrin, Ill.	1,026	1.97	512.20	248.98	25.82	94.30	369.10	72.1
	" " "	Box	13.0	Norwood, O.	714	1.52	395.20	173.27	25.82	94.30	293.39	74.2
	" " "	Box	13.0	St. Louis, Mo.	1,030	1.98	514.80	249.95	25.82	94.30	370.07	71.9
	" " "	Box	13.0	Appliance Park, Ky.	824	1.52	395.20	199.96	25.82	94.30	320.08	81.0
	" " "	Box	13.0	Mansfield, O.	598	1.39	361.40	145.12	25.82	94.30	265.24	73.4
711	Stoves, Ranges and Parts											
	Stoves, N.O.I.B.N.	Box	11.9 13/	Brighton, O.	714	1.12	268.80	171.09	25.82	88.68	285.59	106.2
	" "	Box	11.9 13/	Chicago, Ill.	880	1.36	326.40	210.86	25.82	88.68	325.36	99.7
	" "	Box	11.9 13/	Louisville, Ky.	824	1.27	304.80	197.45	25.82	88.68	311.95	102.3
	" "	Box	11.9 13/	St. Louis, Mo.	1,030	1.47	352.80	246.81	25.82	88.68	361.31	102.4
715	Furniture, N.O.S.											
	Furniture, N.O.I.B.N.	Box	11.6 13/	Chicago, Ill.	880	2.12	508.80	210.13	25.82	87.15	323.10	63.5
	" "	Box	11.6 13/	E.St.Louis, Ill.	1,030	2.29	549.60	245.95	25.82	87.15	358.92	65.3
	" "	Box	11.6 13/	Perrysburg, O.	658	1.81	434.40	157.12	25.82	87.15	270.09	62.2
	" "	Box	11.6 13/	Shelby, O.	598	1.61	386.40	142.79	25.82	87.15	255.76	66.2
749	Liquors - Malt											
	Beer	Refgr.	27.5 10/	Milwaukee, Wisc.	871	.79	474.00	353.42	22.23	176.04	551.69	116.4
	"	Refgr.	27.5 10/	Chicago, Ill.	880	.76	456.00	357.07	22.23	176.04	555.34	121.8

Revenues, Restated Out-of-Pocket Costs and Ratios Covering Movements of Export Traffic Originating in Differential Territory via Port of New York

Commodity Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origin (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Freight Revenues 2/ Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Out-of-Pocket Costs Terminal Origin (10)	Out-of-Pocket Costs Terminal Port (11)	Out-of-Pocket Costs Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
763	Food Products, N.O.S., in Cans and Packages-Not Frozen											
	Bakery Goods	Box	26.6	Cincinnati, O.	714	$1.19	$633.08	$200.19	$25.82	$163.80	$389.81	61.6%
	Powdered Milk	Box	26.6	Columbus, O.	611	.72	383.04	171.31	25.82	163.80	360.93	94.2
	" "	Box	26.6	Detroit, Mich.	621	.74	393.68	174.12	25.82	163.80	363.74	92.4
	Canned Goods	Box	26.6	Davenport, Ia.	1,031	1.02	542.64	289.07	25.82	163.80	478.69	88.2
	" "	Box	26.6	Wapakoneta, O.	684	.74	394.68	191.78	25.82	163.80	381.40	96.6
767	Starch											
	Corn Starch	Box	29.9	Chicago, Ill.	880	.62	370.76	254.79	25.82	180.66	461.27	124.4
	Starch, N.O.I.B.N.	Box	29.9	St. Louis, Mo.	1,030	.75	448.50	298.22	25.82	180.66	504.70	112.5
769	Soap and Cleaning and Washing Compounds											
	Soap	Box	25.0	Ivorydale, O.	714	.95	475.00	197.03	25.82	155.62	378.47	79.7
	Cleaning Compound, N.O.S.	Box	25.0	Columbus, O.	611	.87	435.00	168.60	25.82	155.62	350.04	80.5
773	Feed-Animal and Poultry, N.O.S.											
	Feed-Animal and Poultry, N.O.S.	Box	30.2	Peoria, Ill.	978	.72	434.88	283.98	25.82	182.19	491.99	113.1
	" " " "	Box	30.2	Lima, O.	784	.47	283.88	227.65	25.82	182.19	435.66	153.5
	" " " "	Box	30.2	Elmwood Place, O.	714	.525	317.10	207.32	25.82	182.19	415.33	131.0
779	Containers-Metal											
	Barrels-Metal	Box	19.5	Chicago, Ill.	880	1.55	604.50	229.41	25.82	127.52	382.75	63.3
	Containers-Metal, N.O.S.	Box	19.5	Speedway, Ind.	789	1.39	542.10	205.69	25.82	127.52	359.03	66.2
	" " "	Box	19.5	Niles, O.	490	1.02	397.80	127.74	25.82	127.52	281.08	70.7
	" " "	Box	19.5	Brighton, O.	714	1.27	495.30	186.14	25.82	127.52	339.48	68.5
	" " "	Box	19.5	Pittsburgh, Pa.	426	.98	382.20	111.06	25.82	127.52	264.40	69.2
781	Containers-Woodan											
	Barrels	Box	16.6	Lawrenceburg, Ind.	736	1.04	345.28	185.95	25.82	112.70	324.47	94.0
	"	Box	16.6	Louisville, Ky.	824	.98	325.36	208.19	25.82	112.70	346.71	106.6
	"	Box	16.6	Braddock, Pa.	426	1.11	368.52	107.63	25.82	112.70	246.15	66.8
783	Containers-Fibreboard and Pulpboard KD											
	Fibreboard Boxes	Box	20.9	Cleveland, O.	552	.86	359.48	146.05	25.82	134.67	306.54	85.3
	Fibreboard Containers	Box	20.9	Petrolia, Pa.	439	.73	305.14	116.15	25.82	134.67	276.64	90.7
785	Containers - N.O.S.											
	Steel Cylinders	Box	19.3	Oakmont, Pa.	426	.86	331.96	110.82	25.82	126.49	263.13	79.3

Revenues, Restated Out-of-Pocket Costs and Ratios Covering Movements of Export Traffic Originating in Differential Territory via Port of New York

Group No. (1)	Commodity Description (2)	Type of Equipment (3)	Average Weight Tons (4)	Origins (5)	Short Line Miles 1/ (6)	Freight Revenues 2/ Rate (7)	Per Car (8)	Out-of-Pocket Costs Line Haul (9)	Terminal Origin (10)	Terminal Port (11)	Total (12)	Ratio of Out-of-Pocket Costs to Revenues (13)
789	Scrap Iron and Scrap Steel	Gond.	30.4	Youngstown,O.	490	$13.51 5/	$366.12	$165.63	$28.15	$171.90	$365.68	99.9%
	" " " "	Gond.	30.4	Etna, Pa.	426	12.71 5/	344.44	143.99	28.15	171.90	344.04	99.9
	" " " "	Gond.	30.4	Cleveland,O.	552	14.71 5/	398.64	186.58	28.15	171.90	386.63	97.0
	" " " "	Gond.	30.4	Dayton, O.	680	16.30 5/	441.73	229.85	28.15	171.90	429.90	97.3
795	Waste Material for Remelting,N.O.S.											
	Brass - Scrap	Box	31.2	Kalamazoo, Mich.	764	.91	567.84	223.96	25.82	187.30	437.08	77.0
	" "	Box	31.2	Detroit, Mich.	621	.78	486.72	182.04	25.82	187.30	395.16	81.2
	Metal - Scrap, N.O.I.B.N.	Box	31.2	Canton, O.	526	.66	411.84	154.19	25.82	187.30	367.31	89.2
	Brass - Scrap	Box	31.2	Ashland, Ky.	649	.75	468.00	190.25	25.82	187.30	403.37	86.2
799	Manufactures and Miscellaneous, N.O.S.											
	Welding Wire	Box	19.7	Cleveland, O.	552	.51	200.94	144.21	25.82	128.54	298.57	148.6
	Welding Rods	Box	19.7	Milwaukee, Wisc.	871	.73	287.62	227.55	25.82	128.54	381.91	132.8
	Clothing N.O.I.B.N.	Box	19.7	Shelby, O.	598	2.49	981.06	156.23	25.82	128.54	310.59	31.7
	Military Impedimenta	Box	19.7	Lordstown, O.	490	1.79	705.26	128.01	25.82	128.54	282.37	40.0
	" "	Box	19.7	Toledo,O.	658	2.29	902.26	171.90	25.82	128.54	326.26	36.2
950	Forwarder Traffic											
	All Commodity	Box	13.7 14/	Chicago, Ill.	880	1.85	555.00	215.26	25.82	97.88	338.96	61.1
	" "	Box	13.7 14/	St. Louis, Mo.	1,030	2.03	609.00	251.95	25.82	97.88	375.65	61.7
	" "	Box	13.7 14/	Indianapolis, Ind.	789	1.69	507.00	193.00	25.82	97.88	316.70	62.5
	" "	Box	13.7 14/	Cincinnati, O.	714	1.56	468.00	174.65	25.82	97.88	298.35	63.8
	" "	Box	13.7 14/	Pittsburgh, Pa.	426	1.05	315.00	104.20	25.82	97.88	227.90	72.3
	387 cars		10,274.2 tons				$186,527.35	$81,287.70	$10,087.04	$39,915.67	$151,290.41	81.1
						Per Car	481.98	210.05	26.06	134.82	390.93	
						Per Ton	18.15	7.91	.98	5.83	14.72	

NOTES:
1/ Excludes 10 Mile Arbitrary under Appendix K, Docket 15,879, Eastern Class Rate Investigation.
2/ Rates and Revenues via Baltimore
3/ Applies per 2,000 pounds
4/ Minimum weight 70,000 pounds
5/ Applies per 2,240 pounds
6/ Applicable via New York Central R.R. direct
7/ Applicable via lines other than the New York Central R.R. direct
8/ Minimum weight 40,000 pounds
9/ Excess of 40,000 pounds per item 3 - A.T.E.A. Section 22 Quotation A-1706-A
10/ Minimum weight 60,000 pounds
11/ 120 United inches or under
12/ Exceeding 120 united inches
13/ Minimum weight 24,000 pounds
14/ Minimum weight 30,000 pounds
15/ Minimum weight 50,000 pounds
16/ Minimum weight 27,000 pounds
A/ Minimum weight 15,000 pounds for cars not exceeding 50 feet 7 inches in length
B/ Minimum weight 12,500 pounds for cars not exceeding 50 feet 7 inches in length
C/ Minimum weight 20,000 pounds for cars exceeding 50 feet 8 inches in length

4498